



# **Waipa District Plan Plan Change 10 and Notice of Requirement**

## **Plan Change 10 - Eastern Access to Titanium Park and Notice of Requirement –State Highway 21**

### **Section 42A Hearing Report**

**12 April 2019**

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## PART ONE – REPORT OVERVIEW AND SITE DESCRIPTION

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### 1. Overview

#### 1.1. Introduction

- 1.1.1. This report has been prepared on behalf of Waipa District Council by Kylie O'Dwyer, Senior Planner at Stantec. Kylie has 19 years planning experience, a Bachelor of Social Science majoring in Resource and Environmental Planning, a Post-Graduate Diploma in Planning and is a Member of the New Zealand Planning Institute.
- 1.1.2. This report has been prepared in accordance with section 42A of the Resource Management Act 1991 (RMA) with respect to the following:
- A request for a plan change (plan change) to the Waipa District Plan (WDP) lodged by Waikato Regional Airport Limited (WRAL) and Titanium Park Ltd (TPL) in relation to Hamilton Airport. The plan change is to amend the structure plan for the airport together with other consequential changes to the WDP. The plan change has been given the reference 'Plan Change 10' by Waipa District Council.
  - A Notice of Requirement (NoR) lodged by the NZ Transport Agency (the Transport Agency) as the Requiring Authority for an alteration to Designation D43 within the WDP. The alteration is sought to widen State Highway 21 (SH21)/Airport Road to accommodate a roundabout at the main airport entrance.

This report is based on the information contained within the documents outlined in section 1.3 below and the submissions lodged.

#### 1.2. Background

- 1.2.1. The request for the plan change and the NoR are inter-related (refer to Part 2 and Part 3 of this report) and hence have been lodged together to be considered jointly. However these are separate matters to be decided individually.
- 1.2.2. Pursuant to Schedule 1 subclause 25 of the RMA, an assessment of the plan change request was completed in October 2018. The outcome of the assessment was that Waipa District Council delegated officers resolved to accept the plan change for processing<sup>1</sup>. A notification assessment was completed in early November 2018 and the plan change and NoR were limited notified to directly affected parties in late November 2018.
- 1.2.3. On the 5 December 2018 a subdivision consent was granted by Waipa District Council for a six-lot subdivision and a road to vest. The subdivision consent is relevant to the proposed plan change as the road to vest is the 'Southern Access Road'<sup>2</sup> as sought in the amended structure plan proposed (refer to section 3 of this report). The resource consent contains conditions relevant to the design and construction of the road including Condition 18 as reproduced below:

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<sup>1</sup> Council has not adopted the plan change.

<sup>2</sup> The Southern Access Road will be known as "John Spencer Way" once constructed

*18. In accordance with the NZ Transport Agency Mitigation Letter dated 15 November 2018, the consent holder shall provide written confirmation from the NZ Transport Agency that the following clauses have been met:*

- a) That detailed engineering design plans for the State Highway 21 intersection must be submitted to the New Zealand Transport Agency for approval prior to any works associated with its construction commencing.*
- b) That the State Highway 21 intersection shall be subject to an independent design safety audit. The audit is to be carried out by a safety auditor experienced in highway intersection design.*
- c) Any design changes shall be agreed with Waipa District Council in consultation with the Transport Agency.*
- d) Crossing places CP67-34 and 67-33 are to be permanently closed, once the new accessway and road becomes operational, including reinstatement of any fenceline, grassed areas, berm, highway drainage or kerb to be consistent with the adjacent treatment, to the satisfaction of the NZ Transport Agency Network Manager.*

*Advice Note: This condition has been offered up by the applicant.*

### **1.3. Relevant Documents**

1.3.1. In preparing this report the following documents have been relied on:

- Waikato Regional Airport Limited/Titanium Park Ltd & NZ Transport Agency Request for Private Plan Change & Notice of Requirement Section 32 Evaluation and Assessment of Environmental Effects Report dated September 2018 prepared by Bloxam, Burnett and Olliver. This report is hereby referred to as ‘the applicant’s report’. The report includes the following appendices. It should be noted that Appendices G, I and J have been superseded by updated plans and drawings.
  - Appendix A: Form 18 – NoR
  - Appendix B: Airport Business Zone Structure Plan – Appendix S10
  - Appendix C: District Plan Maps
  - Appendix D: Site Plan
  - Appendix E: Revised Airport Business Zone Structure Plan
  - Appendix F: Integrated Transport Assessment prepared by Bloxam Burnett & Olliver
  - Appendix G: Supporting Drawings (superseded as per below)
  - Appendix H: Tracked Changes version of District Plan text and amended Planning Maps
  - Appendix I: Designation Plans
  - Appendix J: Land Requirement Plans
  - Appendix K: Certificates of Title
  - Appendix L: National Policy Statement on Urban Development Capacity Assessment
  - Appendix M: Cultural Impact Assessment and Cultural Impact Review

- Appendix N: Consultation Correspondence and Written Approvals Obtained
- Letter from Waikato-Tainui dated 30 September 2018
- Response to request for further information dated 15 November 2018
- Requiring authority recommended conditions dated 22 March 2019
- Updated drawing set (drawings 144380/01/P/0101 Rev. C, 144380/01/P/0201 Rev. C, 144380/01/P/0221 Rev. C, 144380/01/P/0231 Rev B, 144380/01/P/0233 Rev. B) provided 3 April 2019
- Plan, cross-sections and long-sections (drawings 144380/01/P/0204 Rev. A Sheet 1, 144380/01/P/0204 Rev. A Sheet 2, 144380/04/P/0205 Rev. D, 144380/04/P/0208 Rev A,) provided 9 April 2019.
- Example traffic management drawings (drawings 144380/04/P/0241 Rev. A, 144380/04/P/0242 Rev. A, 144380/04/P/0243 Rev. A, 144380/04/P/0244 Rev. A) provided 9 April 2019.
- Waipa Transportation Technical Report dated 8 April 2019 (Transportation Assessment). This assessment is attached to this report as Appendix A.
- Email from Karl Tutty, Waipa District Council Environmental Services Team Leader dated 3 April 2019, attached to this report as Appendix B.

#### **1.4. Report Structure**

##### **1.4.1. This report is divided into six parts as follows:**

Part 1 – Report Overview and Site Description

Part 2 – Description of the Plan Change Request, the NoR and the Submissions Received.

Part 3 – Assessment of the Plan Change

Part 4 – Assessment of the NoR

Part 5 – Assessment of Submissions and Correspondence Received

Part 6 – Summary and Recommendations

##### **1.4.2. The report contains the following appendices:**

Appendix A – Transportation Assessment

Appendix B – Email from Karl Tutty, Waipa Environmental Services Team Leader

Appendix C – Recommended Change to the Provisions of the Waikato District Plan

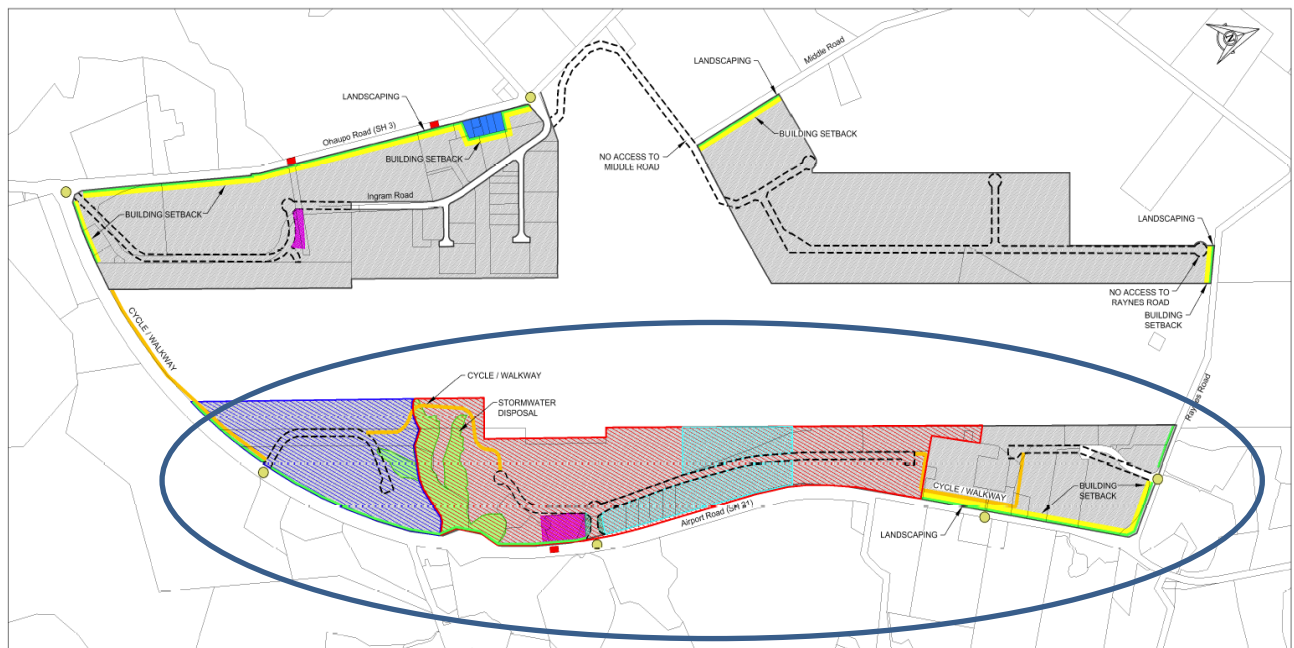
Appendix D – Designation Plan and Amendment to Appendix D1 of the WDP (Designations)

##### **1.4.3. By way of clarity this report contains recommendations to the Hearing Commissioner. The Hearing Commissioner will make decisions (and in the case of the NoR, a recommendation to**

the Requiring Authority) based on the submissions that have been lodged and all information presented at the time of the hearing. The recommendations made in this report are not the Commissioner's decision.

## **2. Site Description**

- 2.1. The site for the proposed plan change is the Hamilton Airport and the adjacent Titanium Business Park which is located at the intersection of State Highway 3 (Ohaupo Road) and State Highway 21 (Airport Road). The land for the which the proposed changes to the structure plan relate is located in that part of the airport alongside SH21 as shown in the blue circle within Figure 2-1 below. There are no changes proposed in the northern part of the airport.



**Figure 2-1 Airport Area Subject to Proposed Plan Change (and Notice of Requirement)**

- 2.2. Existing land uses within this area include the main airport terminal and associated facilities, carparking and the Hamilton Airport Hotel and Conference Centre. The remainder of the land is at an early stage of development as a business park with commercial land uses becoming established at the northern end of the subject area. Pacific Aerospace industrial warehouse is located in the northern area at 333 Airport Road which has its own access. The site also contains a gully near the centre of the site which contains a mix of native and exotic species.
- 2.3. The site for the NoR is on SH21 approximately 100m north of the existing airport entrance. The land required for the alteration is further described in section 4 of this report.
- 2.4. SH21 connects with SH3 to the south and SH1 to the north. The surrounding area contains a mix of rural residential properties and commercial developments. Nearby land uses include the Mystery Creek Event Centre, Hamilton Kart Club, Hamilton Pistol Club and Numax Contracting Centre which are all located on the opposite side of SH21.
- 2.5. The applicant's report provides more a comprehensive description of the site and its surrounds.

## **PART TWO – PLAN CHANGE REQUEST, NOTICE OF REQUIREMENT AND SUBMISSIONS RECEIVED**

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### **3. Description of the Plan Change Request**

- 3.1. The plan change request has been lodged by WRAL and TPL. WRAL is the owner and operator of the Hamilton Airport and TPL has been established to manage and develop the portions of the Titanium Park owned land that is controlled by WRAL. Together these entities form the 'WRAL Group'.
- 3.2. The WRAL Group has completed a review of the future airport layout and is seeking changes to the WDP relating to the location of the main airport access and the internal roading layout, together with changes to the permitted land use within the Titanium Park Business Park land in the southern part of the airport.
- 3.3. The primary components of Private Plan Change 10 are:
- Changes to the main airport terminal access to relocate it further south from that shown on the Structure Plan to just north of the existing access. The purpose of the repositioned access as stated in the applicant's report is to ensure that the airport terminal is the prominent focal point upon arrival at the airport from SH21 by providing a gateway access feature. The plan change documentation indicates that this access will be via a roundabout.
  - A new access road from SH21 in the southern part of the airport which does not connect with the remainder of the internal roading network (the 'Southern Access Road' being 'John Spencer Way'). The purpose of the new access as described in the applicant's report is to provide businesses located in this area with their own access to reduce the mixing of heavy vehicles with airport traffic near the main terminal building; achieve better efficiency for traffic serving this area by avoiding up to 1.8km of internal airport road and to avoid construction of a road across the gully system to connect this area with the internal road network.
  - Identification of new 'Central' and 'Southern' precincts within the airport with associated land use changes. The Central Precinct will contain the main access into the airport and will enable a variety of commercial and industrial activities. The Southern Precinct will be restricted to industrial and airport related activities being lower traffic generating activities.
  - Amendments to the indicative internal road network for the Central and Southern Precincts including removal of the road across the gully system and a new roundabout adjacent to the main airport terminal access.
  - An internal walking and cycling path connecting the Central and Southern Precincts at the head of the gully to avoid the use of SH21 to travel between these areas.
  - Relocation of the retail area so that it remains adjacent to the new main access.
  - Relocation of the open space and landscaping area to either side of the new main access.
  - Retention of the existing access located at 333 Airport Road.



- 3.4. The plan change therefore seeks to incorporate the following changes to the WDP:
- Amendments to the existing Airport Business Zone Structure Plan for the airport contained within Appendix S10;
  - Amendments to the supporting Structure Plan text in Appendix S10 including S10.3 'Principles' and S10.4 'Circulation and Access';
  - Amendments to Section 10 (Airport Business Zone – Titanium Park) including a new objective and policy and changes to the activity table;
  - Consequential amendments to Section 15 to more accurately describe the new access; and
  - Amendments to the zoning and policy maps 3, 17 and 19 to amend the indicative roading layout for the airport.
- 3.5. The future airport access shown on the existing Structure Plan would have resulted in the realignment of Lochiel Road which is located in close proximity to the access shown. As a consequence of the above, Lochiel Road would no longer be realigned<sup>3</sup>.
- 3.6. Further description of the background to the development of the plan change is set out in the applicant's report.

#### **4. Description of the Notice of Requirement**

- 4.1. A NoR has been lodged by the Transport Agency as the requiring authority for an alteration to Designation D43 – "*Maintenance and improvement of existing SH's*" in the WDP. The alteration seeks to amend the designation by widening a portion of SH21 to accommodate a roundabout which will become a new entrance into Hamilton Airport.
- 4.2. The widened designation will be located approximately 100m north of the existing entrance into Hamilton Airport at the location of Mystery Creek Events Centre Gate 0. A four-leg, two-lane<sup>4</sup> roundabout is proposed which will incorporate SH21 in either direction, an entrance into Gate 0 of Mystery Creek Event Centre to the east and an entrance into Hamilton Airport to the west.
- 4.3. Other consequential alterations (outside of the alteration footprint and the designation) include:
- A secondary, smaller roundabout providing access to Ossie James Drive and the airport terminal.
  - Realignment of the accessways for Hamilton Kart Club and Hamilton Pistol Club which will access the eastern leg of the roundabout.

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<sup>3</sup> The realignment of Lochiel Road is part of the NZ Transport Agency Designation D49 "*Maintenance and improvement of existing SH's*" and is not part of the existing Structure Plan. The applicant's report states that the intention is for this designation to be uplifted.

<sup>4</sup> The Requiring Authority has confirmed that the roundabout will have sufficient width for two lanes, however the initial construction may only be one lane. The Requiring Authority intend to make this decision at the time of construction.

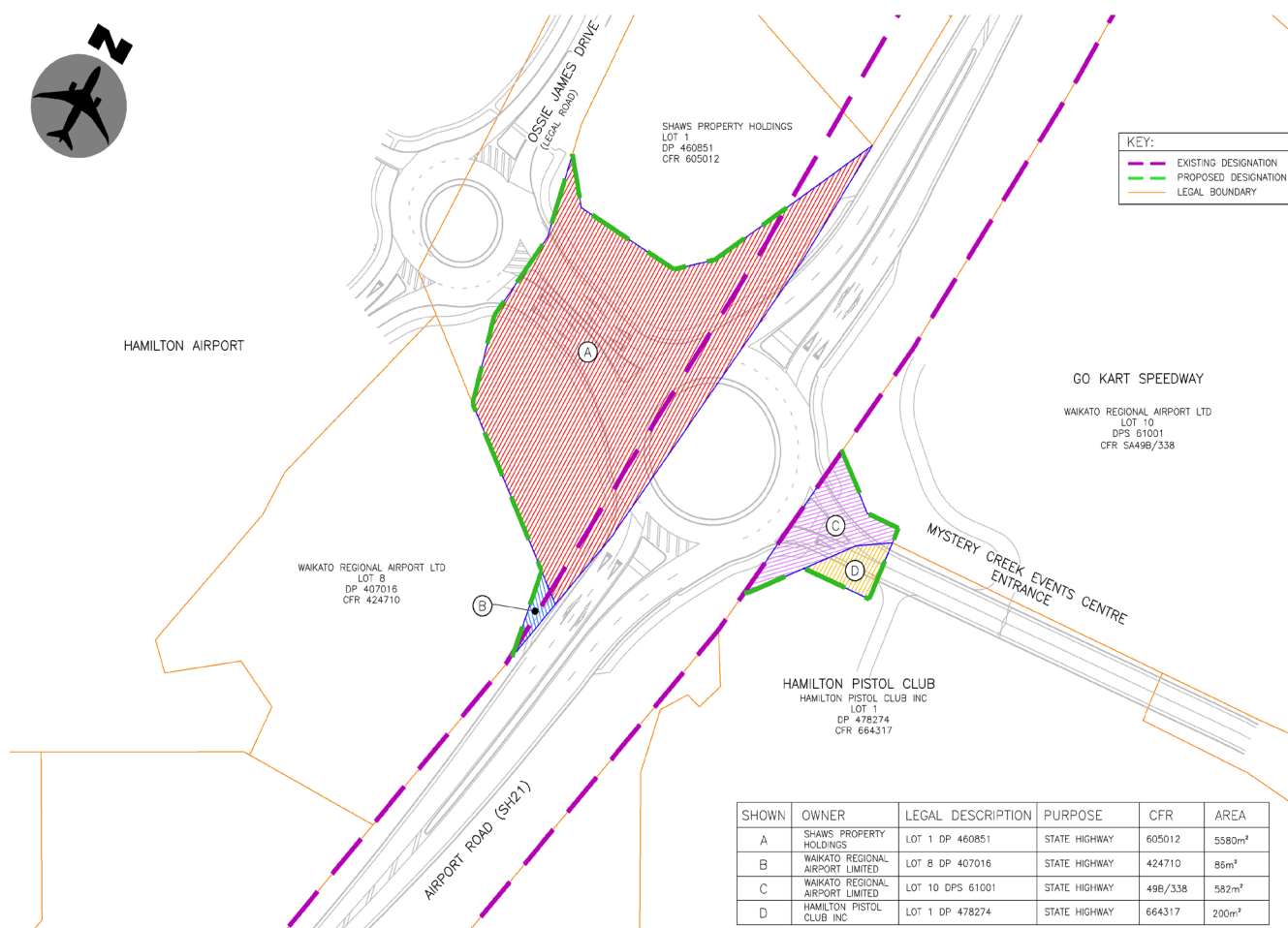


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- 4.4. The applicant's report states that adequate provision has been made for stormwater management for the roundabout, with space available on the southwestern quadrant and on the south eastern side.
- 4.5. Details of the land required for the alteration was provided within the applicant's report<sup>5</sup> and is reproduced in Table 4-1 and Figure 4-1 below.

**Table 4-1 Land Requirements**

Key	Owner	Legal Description	Certificate of Title	Land Required (m <sup>2</sup> )	Purpose
A	Shaw's Property Holdings Ltd	Lot 1 DP 460851	605012	5580	State Highway
B	Waikato Regional Airport Ltd	Lot 8 DP 407016	424710	86	State Highway
C	Waikato Regional Airport Ltd	Lot 10 DPS 61001	49B/338	680	State Highway
D	Hamilton Pistol Club Incorporated	Lot 1 DP 478274	664317	260	State Highway



**Figure 4-1 Land Requirements**

<sup>5</sup> The land area was updated via drawing 144380/01/P/0231 Rev B

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- 4.6. The NoR has been lodged under section 181(2) of the Resource Management Act 1991 (RMA).
- 4.7. The requiring authority is seeking that no lapse period be included on the basis that Designation D43 has no lapse period associated with it.

### 5. Submissions Received

- 5.1. The proposed plan change and the NoR were limited notified to surrounding landowners together and a total of four submissions were received. The submissions are outlined in Table 5-1 below. A summary of the submissions is contained as Appendix C and the full submissions are contained in Appendix D. No further submissions were received.

**Table 5-1 Submissions Received**

Submission	Submitter	Submission on	Support / Oppose	Provisions that the submission relates to	Decision Requested
1	The Hamilton Pistol Club Inc.	Plan Change 10 and Notice of Requirement State Highway 21	Oppose	The design of the roundabout and access to the club grounds	The design of the roundabout should provide access to the club to allow heavy machinery entry. The design should also provide more lanes including the provision of additional slip lanes to allow both the Airport and the Pistol Club to operate during this period. Provide for access to the club during heavy traffic periods and major events at Mystery Creek.  Provide sufficient noise barriers for noise emitted from the club.
2	Riverside Golf Club	Proposed private plan change Hamilton Airport and State Highway 21	Support	Not stated	Not stated
3	NZ Transport Agency	Proposed Private Plan Change 10 – Eastern access to Titanium Park	Support	Proposed private plan change 10	Not stated
4	New Zealand National Fieldays Society Inc and Kaipaki Promotions Limited (owner and operator of Mystery Creek Event Centre)	Plan Change 10 – eastern access to Titanium Park	Oppose	The changes proposed to section 10, section 15 and the amendments to the planning maps	The society seek that the current (structure) plan be retained in its entirety and the Council recommend the designation be withdrawn.

- 5.2. Submissions 2 and 3 which are in support are stated as being in relation to the proposed plan change, noting that submitter 3 is the Transport Agency. Submission 1 clearly states that it is in relation to both the proposed plan change and the NoR. Submission 4 states that it is relation

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to the proposed plan change, however the content of the submission and the relief sought includes the roundabout and the designation. It is recommended that this submission be treated as being on the proposed plan change and the NoR.

## **PART THREE – STATUTORY ASSESSMENT OF THE PLAN CHANGE**

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### **6. Resource Management Act 1991**

- 6.1. Section 74 of the RMA outlines the matters to be considered by a territorial authority. Section 74(1) requires that a territorial authority prepare and change its district plan in accordance with:
- Its functions under section 31;
  - The provisions of Part 2;
  - Its duty under section 32; and
  - Any regulations.
- 6.2. Section 31 specifies the functions of territorial authorities which include:
- The establishment, implementation and review of objectives, policies and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resource of the district;
  - The establishment, implementation and review of objectives, policies and methods to ensure there is sufficient development capacity in respect of housing and business land to meet the expected demands of the district;
  - The control of any actual or potential effects of the use, development, or protection of land; and
  - The control of the emission of noise and the mitigation of the effects of noise.
- 6.3. The provisions of Part 2 are assessed in section 7 of this report.
- 6.4. Section 32 of the RMA is commented in section 8 of this report.
- 6.5. Sections 74(2) and 74(2A) require that in addition to the requirements of section 75(3) and (4), a territorial authority shall have regard to:
- Any proposed regional policy statement or proposed regional plan;
  - Any management plans and strategies prepared under other Acts; and
  - Any relevant planning document recognised by an iwi authority and lodged with the territorial authority.

The relevant strategies and iwi planning documents are assessed in sections 9.4 and 9.5 of this report. There is no applicable proposed regional policy statement and no applicable regional plan provisions.

- 6.6. Section 75 states what a district plan must state (section 75(1)) which includes objectives, policies and rules and what they may state (section 75(2)) which includes issues, other methods and reasons. It also outlines that a district plan must give effect to (section 75(3)):
- (a) any national policy statement; and

- (b) any New Zealand coastal policy statement; and
- (ba) a National Planning Standard; and
- (c) any regional policy statement.

and what a district plan must not be inconsistent with (section 75(4)):

- (a) a water conservation order; or
- (b) a regional plan for any matter specified in section 30(1).

- 6.7. The relevant planning and policy documents are assessed in section 9 of this report. There is no inconsistency with any relevant regional plan matter and water conservation orders are not applicable to this plan change.
- 6.8. The procedure for requests to change a District Plan are set out in the Part 2 of Schedule 1 of the Act. As set out in clause 22, the request must contain an evaluation report prepared in accordance with section 32 and an assessment of environmental effects in such detail as corresponds with the scale and significance of the actual or potential environmental effects anticipated from the implementation of the change. These matters are commented on/assessed in sections 8 and 10 of this report.

## **7. RMA Part 2**

- 7.1. The purpose of the RMA is set out in section 5 and is to promote the sustainable management of natural and physical resources. Sustainable management means:

*Managing the use, development and protection of natural and physical resources in a way and at a rate, which enables people and communities to provide for their social, economic and cultural wellbeing and for their health and safety while –*

- (a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
- (b) safeguarding the life-supporting capacity of air, water, soil and ecosystems; and*
- (c) avoiding, remedying or mitigating any adverse effects of activities on the environment.*

- 7.2. In the context of this report the natural resources of the Waipa District include the land, water, air, soil, minerals, and energy, all forms of plants and animals (whether native to New Zealand or introduced), and all physical resources including infrastructure. The careful management of these resources is vital in order to enable the community to provide for their social and economic well-being and for their health and safety. In order to achieve this purpose, it is necessary to manage the provision of infrastructure as well as environmental effects.
- 7.3. Sections 6, 7 and 8 of the RMA set out its principles. Section 6 requires all persons exercising functions and powers under it in relation to managing the use, development, and protection of natural and physical resources, to recognise and provide for matters of national importance. There are no matters of national importance that are relevant to the proposed plan change.
- 7.4. Section 7 of the RMA identifies other matters that particular regard shall be given to. As set out in the applicant's report, the plan change has had particular regard to the efficient use of natural and physical resources (section 7 (b)) by providing for an updated access strategy that

looks to minimise expenditure on bridging the gully system and by positively contributing to the efficient operation of regionally significant infrastructure. This assessment is concurred with. It is considered that the following provisions of section 7 are also relevant: '(a) kaitiakitanga', '(aa) the ethic of stewardship' and '(c) the maintenance and enhancement of amenity values'. It is considered that the plan change is not inconsistent with these matters. As described in the applicant's report and through the consultation requirements of the RMA, iwi have had opportunity to provide input into the proposal and amenity values may be improved through providing a better-defined airport entry point which will assist with wayfinding and creating a sense of place.

- 7.5. Section 8 of the Act requires that the principles of the Treaty of Waitangi (Te Tiriti o Waitangi) be taken into account during decision-making. As set out in the applicant's report, extensive iwi consultation has addressed section 8 of the RMA. Overall it is considered the principles of the Treaty have been taken into account.

## **8. Section 32 Evaluation and Recommended Change to Planning Provisions**

- 8.1. Under section 32 of the RMA an evaluation report must examine whether the objectives of the proposal are the most appropriate way for achieving the purpose of the RMA, and whether the provisions in the proposal are the most appropriate way to achieve the objectives by identifying other reasonably practicable options, assessing the efficiency and effectiveness of the provisions in achieving the objectives, and summarising the reasons for the provisions. This evaluation is set out in section 7 of the applicant's report and is summarised below. Pursuant to section 32AA of the RMA a further evaluation will need to be undertaken in support of the release of decisions on the proposed plan change if there are any changes to the proposal that arise through the hearing process.
- 8.2. The objective of the plan change is stated as intending to address the following issues:
1. Ensuring that the airport terminal is the prominent focal point upon entry from SH21 in the future by providing a 'gateway' access feature.
  2. Locating the future SH21 access in a position to achieve the above, while also serving appropriate access to the business park (Central Precinct).
  3. Separating of the development of the Southern Precinct from the Central Precinct to minimise conflict between terminal operations and business park traffic in the south, while also minimising transport infrastructure cost.
  4. Retaining walking and cycling connectivity between the Southern and Central Precincts.
  5. Managing activities in the Southern Precinct so as to minimise traffic volumes for the new southern access.
- 8.3. The following options were considered by the applicant to address the objective/issues:
1. Do nothing and undertake development as per existing WDP provisions.
  2. Lodge restricted discretionary activity resource consents for alternative development scenarios.
  3. Wait for the next WDP review and make submissions to seek the changes sought.

4. Update the Structure Plan and transport provisions within the WDP by private plan change.
- 8.4. The benefits and costs of these options have been assessed by the applicant and it was determined that option 4 would yield the most benefits in comparison with the costs. Benefits include environmental (ecological) benefits by avoiding the need to construct a road through the gully whilst still providing for a pedestrian/cycle connection. Economic benefits including certainty for business planning; reduced conflict between vehicle types, better vehicle efficiency and less congestion; reduced costs associated with crossing the gully; potential reduced costs associated with avoiding the need for multiple resource consent applications; social benefits include a refined sense of arrival and departure associated with a better-defined airport access 'gateway'. It was noted in the assessment that utilising the resource consent process to achieve the outcomes sought may result in a fragmented development layout. The district plan review option would represent a potential 10-year delay which was not considered feasible.
- 8.5. An assessment of the efficiency and effectiveness of the proposed plan change provisions was undertaken by the applicant. The assessment determines that the proposed provisions are efficient and effective in achieving the objective. The provisions include changes to permitted land use activities for the Southern Precinct area to restrict this area to lower traffic generating industrial and airport related activities, with other higher traffic generating activities listed as non-complying activities. It has been assessed that the provisions make it clear that consents sought for any non-complying activities will need to demonstrate that the transportation movements will not affect the safety and efficiency of the state highway, whilst also providing for flexibility in the mitigation to be undertaken to achieve this outcome.
- 8.6. The applicant has summarised the reasons for the proposed provisions. The reasons include that the proposed provisions give effect to the existing WDP and are not inconsistent with it. The changes are comprised in discrete sections of the WDP and cover specific land uses within the Airport Business Zone.
- 8.7. The section 32 evaluation is concurred with. Although not specifically set out in the evaluation, it is considered that the objective will achieve the sustainable management purpose of the RMA. The proposal will enable the efficient provision of land use and infrastructure whilst avoiding, remedying or mitigating adverse effects (refer to section 10 of this report).
- 8.8. Recommended Change to the Provisions of the WDP**
- 8.8.1. It is recommended that the following be added to the proposed changes in section 10.4.1.5 of the WDP to assist with plan clarity (shown underlined), noting that education facilities within the Southern Precinct are already proposed to be excluded from the permitted activities list as per the applicant's report:

*Non-complying activities*

- (f) The following activities in the Titanium Park – Southern Precinct:
  - (i) Vehicle rental and valet services, vehicle parking and storage;
  - (ii) Service stations and commercial garages;
  - (iii) Cafes, restaurants, takeaway food outlets and licensed premises



- (iv) Visitor accommodation;
- (v) Places of assembly;
- (vi) Conference facilities;
- (vii) Offices (excluding ancillary offices – refer to Rule 10.4.1.1(n));
- (viii) Laboratories and research establishments;
- (ix) Hire facilities and building supply outlets;
- (x) [Education facilities; and](#)
- [\(xi\)](#) Retail activities and wholesale shops, subject to Rules 10.4.2.11 and 10.4.2.12

## **9. Relevant Planning and Policy Documents**

### **9.1. National Policy Statement on Urban Development Capacity**

- 9.1.1. The National Policy Statement on Urban Development Capacity 2016 (NPS-UDC) is designed to achieve improved housing supply and affordability and to ensure there is an adequate supply of business land, supported by infrastructure. The plan change request will give effect to the NPS-UDC as whilst it will reduce the range of activities within the Southern Precinct, it does not reduce the overall amount of business land within the Waipa District. Business land is defined within the NPS-UDC as including industrial land.

### **9.2. Operative Waikato Regional Policy Statement**

- 9.2.1. Section 75 of the RMA requires district plans to give effect to any relevant Regional Policy Statement. Regional Policy Statements are required to achieve the purpose of the RMA by providing an overview of the resource management issues of the region, and policies and methods to achieve integrated management of the natural and physical resources.
- 9.2.2. The Waikato Regional Policy Statement (RPS) aims to achieve integrated management of the region's natural and physical resources. The main section of relevance for this plan change request is the management of the 'Built Environment' (Section 6). The objective and associated policies for the built environment seek to ensure that development occurs in an integrated, sustainable and planned manner; does not compromise the safe, efficient and effective operation of infrastructure corridors; and to recognise and protect the value and long-term benefits of regionally significant infrastructure (which includes the airport)<sup>6</sup>.
- 9.2.3. The plan change request seeks to improve the operation of the airport by relocating the main access and altering the internal road layout. It is supported by an Integrated Transport Assessment (ITA) which has assessed the impacts on the safe and efficient functioning of SH21 and the package of changes sought seek to address any impacts. It is considered that the changes proposed represent an integrated approach and the RPS will therefore be given effect to.

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<sup>6</sup> Objective 3.12, Policies 6.1, 6.3, 6.6

### 9.3. Waipa District Plan

9.3.1. The WDP was notified on the 31 May 2012 and made fully operative on the 14 August 2017 (part-operative 1 November 2016). Hamilton Airport is zoned Airport Business within the WDP. The following objectives of the WDP are relevant to the proposed plan change and are commented on below:

#### 9.3.2. Objective - Settlement pattern

*1.3.1 To achieve a consolidated settlement pattern that:*

*(a) Is focused in and around the existing settlements of the District; and*

*(b) Supports the continued operation, maintenance, upgrading and development of regionally important sites and regionally significant infrastructure and nationally significant infrastructure, and provides for on-going access to mineral resources.*

*Policy - Hamilton Airport Strategic Node*

*1.3.1.4 To enable a defined mixed use, industrial and business area that:*

*(a) Supports the Hamilton International Airport's role as a transport hub; and*

*(b) Is consistent with the Hamilton Airport Industrial Node in the Waikato Regional Policy Statement, and is not of a large enough size or diverse enough function to compromise the primary commercial centres of Cambridge and Te Awamutu and the Hamilton central business district in the context of the sub-region; and*

*(c) Fulfils its role as an industrial node and employment area for the sub-region.*

The proposal is considered to be consistent with this objective and airport specific policy which seek to ensure there is a suitable amount of land allocated to support the function of the airport without compromising other commercial centres. The proposal does not change the overall amount of land available for business within the Airport Business Zone. The proposal will provide additional limitation through a non-complying activity status with respect to the range of activities able to locate within the proposed Southern Precinct area, however the precinct can accommodate industrial activities which will include a range of activities as per the definition of 'industrial activities' in the WDP which states:

*'Industrial activity'*

*means any use of land or BUILDING where people or machinery:*

- *Extract, process or convert natural resources, excluding FARMING ACTIVITIES and MINERAL EXTRACTION ACTIVITIES; and/or*
- *Produce or manufacture goods; and/or*
- *Service, test or repair goods or machinery; and/or*
- *Store goods (ensuing from the industrial process); and/or*
- *Transport or distribute goods including depots.*

9.3.3. Objective - Strategic physical resource

*10.3.1 To support the economic and social well-being of the Waikato Region through providing for the integrated future development of the Airport and its surrounding land as a transport hub and business location, taking advantage of its strategic location and infrastructure while managing adverse effects on Airport operations.*

This objective and its supporting policies<sup>7</sup> seek to enable development at the airport that is integrated with airport operations, the state highway network, has provision for public transport and alternative modes of transport and provides safe and sustainable road access, whilst ensuring that activities within the Airport Business Zone are located and developed in a manner that manages adverse effects on the airport and its operations.

The proposal seeks to provide a new central access from SH21 and a new 'southern access' and has been developed in consultation with the Transport Agency. A separate NoR has been lodged to provide for a roundabout to serve as the central access point. The provision of a separate access for the Southern Precinct will enable Southern Precinct traffic to access this area without going via the main terminal access which is likely to reduce the incidence of potential conflict between industrial vehicles and airport users and will provide a shorter access route for vehicles from the south thereby improving traffic efficiency. The proposed structure plan includes an internal walkway/cycleway from the proposed Southern Precinct to the airport main terminal which will avoid the need to pedestrians/cyclists to travel between these locations on the state highway. The proposal is therefore considered to be consistent with this objective and policies.

9.3.4. Objective - Provide for business park

*10.3.2 To provide for industrial and business activities, including offices and limited retail activities in an integrated mixed use business park within a defined area.*

This objective and its supporting policies<sup>8</sup> seek to provide for a business park, whilst limiting retail activities and ensuring development in the Airport Business Zone creates a visually defined edge where it adjoins road and other zones.

It is considered that the proposal is consistent with this objective and policies. The proposal does not enable any further retail activities over and above what can already locate within the zone (and in fact slightly reduces the land available by making retail activities non-complying within the Southern Precinct). The revised structure plan does not introduce any changes that would prevent activities forming a visually defined edge along the edge of the state highway or Raynes Road. The building setback area shown on the revised structure plan is also on the existing structure plan.

9.3.5. Objective - Ensuring sustainable, integrated, safe, efficient and affordable multi-modal land transport systems

*16.3.1 All new development, subdivision and transport infrastructure shall be designed and developed to contribute to a sustainable, safe, integrated, efficient (including energy efficient network design) and affordable multi-modal land transport system.*

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<sup>7</sup> Policies 10.3.1.1, 10.3.1.3, 10.3.1.4

<sup>8</sup> Policies 10.3.2.1, 10.3.2.3

The relevant WDP policies<sup>9</sup> seek to achieve this objective through accommodating and encouraging alternative modes of transport, having an effective and efficient road network and linking to existing transport networks. As noted above the proposal includes a walkway/cycleway linking the Southern Precinct with the main terminal. The proposal also seeks to achieve transport efficiency through providing an additional access for the Southern Precinct (rather than via the main access) and safety by reducing potential vehicle conflict. The new roading layout has been assessed by Council's traffic engineer within the Transportation Assessment as being suitable. The Transportation Assessment also notes that given the proximity of the main entrance to the airport terminal, this will be an improvement in terms of access for bus and taxi services compared to the existing structure plan. The proposal is considered to be in accordance with this objective and policies.

- 9.3.6. Objective - Integrating land use and transport: ensuring a pattern of land uses and a land transport system which is safe, effective and compatible

*16.3.2 Land use and transport systems successfully interface with each other through attention to design, safety and amenity.*

This objective and supporting policies<sup>10</sup> seek to integrate land use and transport infrastructure including to provide safe and appropriate access. The proposal integrates land use and transport infrastructure by making high traffic generating activities within the proposed Southern Precinct, (which will only be served by one connection with SH21), non-complying activities. The objective of this is to reduce the number of vehicles using this intersection thereby contributing to the safe and efficient operation of SH21. The new central access into the airport via the roundabout will assist with safety through enabling improved wayfinding by having a clearly defined airport terminal access point. The proposal is considered to be in accordance with this objective and policies.

- 9.3.7. Objective - Maintaining transport network efficiency

*16.3.3 To maintain the ability of the transport network to distribute people and goods safely, efficiently and effectively.*

Policy 16.3.3.1 seeks to avoid, remedy or mitigate the adverse effects of development on the operation and maintenance of the transport network including from traffic generation. The proposal seeks to achieve this by limiting activities within the Southern Precinct to low traffic generating activities, with the aim of reducing potential adverse effects on the safety and efficiency of SH21. This was a requirement of the Transport Agency. The proposal is supported by an ITA which considers the impacts of the proposed changes including safety and efficiency impacts. The ITA has been reviewed by Council's Road Corridor Manager – Bryan Hudson, who has stated that he generally concurs with its findings, that is, the changes are practical and safe. The proposal is considered to be in accordance with this objective and policy.

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<sup>9</sup> Policies 16.3.1.1, 16.3.1.2

<sup>10</sup> Policies 16.3.2.1, 16.3.2.3

**9.3.8. Objective - Provision of vehicle entrances, parking, loading and manoeuvring areas**

*16.3.4 The provision of adequate and well-located vehicle entrances and parking, loading and manoeuvring areas that contribute to both the efficient functioning of the site and the adjacent transport network.*

This objective and Policy 16.3.4.1 seek to ensure vehicle entrances are well located to ensure the safe and efficient functioning of adjoining roads. The revised structure plan proposes to retain the existing entrance into Pacific Aerospace at 333 Airport Road (SH21) whereas the existing structure plan shows this access as being closed. This change has been assessed by Council's Road Corridor Manager – Bryan Hudson who has advised that his view is that this access is suitable to remain. The proposal does not include any specific changes to parking, loading or manoeuvring areas on the site. The proposal is considered to be in accordance with this objective and policy.

**9.3.9. Objective - Minimising adverse effects of the transport network**

*16.3.5 The transport network can have effects on the adjacent environment that must be mitigated through design.*

This objective and Policy 16.3.5.1 seek to minimise effects of the transport network on the natural environment. The proposed revised structure plan will avoid the need to construct a road across the gully within the Airport Business Zone through replacing the road with a pedestrian/cycle connection along the edge of the gully. This is considered to be an improved outcome in terms of reducing environmental effects on the gully and the proposal is considered to be in accordance with this objective and policy.

**9.4. Transport Strategies and Policy Documents**

- 9.4.1. The applicant's report sets out a number of national and regional transport strategies and policy documents including the Waikato Regional Land Transport Plan (2015-2045) and the Waipa Integrated Transport Strategy. These documents contain the high-level policy and strategic direction for transportation which include maximising transport efficiencies, maintenance of existing transport assets and maximising economic development opportunities. The applicant has assessed the proposal as not being in conflict with these high-level documents and this is concurred with.

**9.5. Iwi Environmental Plans**

- 9.5.1. There are several iwi with rohe (territory/area) within the Waipa District. The applicant's report provides an assessment against the following iwi environmental plans in respect of the plan change:

- Waikato-Tainui Environmental Plan – Tai Tume, Tari Pari, Tai Ao
- Raukawa Environmental Management Plan 2015 – Te Rautaki Taiao A Raukawa

The applicant's assessment with respect to the Waikato-Tainui Environmental Plan is concurred with, the plan change is considered to be consistent with the objectives of this plan. The Ruakawa Environmental Management Plan is not relevant as the location of the project is

outside of this iwi's rohe. The following environmental management plan is also relevant as the project is within the rohe of Ngati Haua.

**9.5.2. Te Rautaki Tamata Ao Turoa o Haua: Ngati Haua Environmental Management Plan**

Ngati Haua have provided a Cultural Impact Assessment which is included with the applicant's report as Appendix M. The assessment states that the proposal has been reviewed against the provisions of the Ngati Haua Environmental Management Plan and provides a number of recommendations which include continuing to have further engagement with WRAL through resource consents, affirmation of cultural story-telling and place-making in the development of the airport and development of tikanga protocols to be followed when a Maori mate (deceased) is bought through the airport. The applicant's report states that the recommendations are accepted. The proposal is therefore considered to be consistent with this Environmental Management Plan.

**10. Assessment of Environmental Effects**

**10.1. Transportation Effects**

- 10.1.1. The transportation effects of the proposal have been assessed by the Council's transport engineer within the Waipa Transportation Technical Report dated 8 April 2019 (Transportation Assessment) which is attached to this report as Appendix A. The assessment states that overall the findings within the applicant's ITA are concurred with. The ITA summarises that the airport access strategy for the Central and Southern Precincts is practical and safe, with effects that are either less than minor or acceptable for the long term.
- 10.1.2. The Transportation Assessment has assessed that the new roundabout entrance for the airport terminal is in keeping with relatively high access control standards on the highway. The effects are stated as being minimal or positive, and particularly positive for improved safety and accessibility to the airport terminal.
- 10.1.3. The creation of an additional intersection with the state highway (for the Southern Precinct) has been assessed within the Transportation Assessment as possibly leading to an increased risk of crashes by virtue of its existence. However, the assessment states that the additional entrance is mitigated through the selective permitted land use within the precinct (low traffic generating) and through highway widening, the creation of a right-turn bay and the relocation of the Numax Contracting Centre entrance which is located opposite. It should be noted that these matters have been indicated within the applicant's report but are outside of the proposed plan change area. However, condition 18 of the subdivision consent mentioned in section 1.2 of this report does require that the Transport Agency, as the road controlling authority for SH21, shall approve the intersection design and it shall be subject to an independent safety audit. The conditions also require that the existing Numax entrance is to be permanently closed. Adherence to this condition will ensure that the intersection design is suitable in terms of safety.
- 10.1.4. The provision for walking and cycling as shown on the proposed Structure Plan is supported within the Transportation Assessment and has been assessed as being of good design which will allow active transport modes to work.

- 10.1.5. The Transportation Assessment has also commented on the consequential retention of the existing Lochiel Road 'T' junction (which would have undergone improvement as part of the design of a new access near this location) as a result of the relocated main entrance point. The assessment states that the existing layout is an existing situation and the traffic volumes are low.
- 10.1.6. Overall, transportation effects are considered to be acceptable or with respect to the roundabout, positive.

## **10.2. Land Use and Economic Effects**

- 10.2.1. The proposal will reduce the range of land use that can establish within the Southern Precinct area as a permitted activity, however it should be taken into account that the total allocation of business land will remain at approximately 44 hectares<sup>11</sup> and the full range of activities as per the existing WDP provisions can still establish within the Central Precinct area (which makes up a bigger portion of land compared to the Southern Precinct) . The WDP envisages the airport as a strategic node and more specifically as a defined mixed use, industrial and business area and an industrial node and employment area for the sub-region<sup>12</sup>. The proposed permitted land use activities retain industrial and mixed use landuse, and it is considered that this can support the airport's role as a strategic node as envisaged by the WDP. Any associated land use or economic effects are considered to be negligible.

## **10.3. Landscape and Visual Effects**

- 10.3.1. The landscape changes that will occur as a result of the proposed plan change principally concern the altered roading layout within the structure plan area (via the removal of the road connection across the gully and replacement of this with a walking/cycling pathway), the creation of a new access point and a relocated access point. These changes when considered within the context of the existing highway and airport infrastructure will generally be inconsequential and perhaps positive in that a walking/cycling connection across the gully will be less visually invasive than a road connection. Landscape and visual amenity effects are considered to be low (or positive in respect of the gully).

## **10.4. Ecological Effects**

- 10.4.1. The potential ecological effects as a result of the proposal relate to the roading changes in relation to the existing gully. No ecological assessment has been undertaken however the removal of the road through the gully and the replacement with a walkway/cycleway at the head of the gully can generally be considered as a positive ecological outcome as it will likely be less invasive on the gully system.

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<sup>11</sup> The land area is as per the applicant's report.

<sup>12</sup> Policy 1.3.1.4



## PART FOUR – STATUTORY ASSESSMENT OF THE NOTICE OF REQUIREMENT

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### 11. Resource Management Act 1991

- 11.1. Section 181(1) of the RMA enables a requiring authority that is responsible for a designation to, at any time, lodge a notice of requirement to the relevant territorial authority for an alteration to that designation.
- 11.2. In accordance with section 181(2), sections 168 to 179 and 198AA to 198AD apply with all necessary modifications as if it were a requirement for a new designation. As outlined above, the requiring authority has lodged the NoR in accordance with this section and as such sections 168 to 179 and 198AA to 198AD apply to the requirement (with necessary modifications).
- 11.3. Section 171(1) of the RMA provides as follows:
- When considering a requirement and any submissions received, a territorial authority must, subject to Part 2, consider the effects on the environment of allowing the requirement, having particular regard to—*
- (a) any relevant provisions of—*
- (i) a national policy statement:*
  - (ii) a New Zealand coastal policy statement:*
  - (iii) a regional policy statement or proposed regional policy statement:*
  - (iv) a plan or proposed plan; and*
- (b) whether adequate consideration has been given to alternative sites, routes, or methods of undertaking the work if—*
- (i) the requiring authority does not have an interest in the land sufficient for undertaking the work; or*
  - (ii) it is likely that the work will have a significant adverse effect on the environment; and*
- (c) whether the work and designation are reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought; and*
- (d) any other matter the territorial authority considers reasonably necessary in order to make a recommendation on the requirement.*
- 11.4. An assessment of the effects on the environment is contained in section 12 of this report.
- 11.5. An assessment of the relevant planning instruments is contained in section 13 of this report.
- 11.6. An assessment of alternatives is contained in section 14 of this report.
- 11.7. Section 171(1)(c) is assessed in section 15 of this report.
- 11.8. Other matters are assessed in section 16 of this report.
- 11.9. The provisions of Part 2 are assessed in section 17 of this report.

**12. Assessment of Environmental Effects**

**12.1. Transportation Effects**

- 12.1.1. As outlined earlier, the transportation effects of the alteration have been assessed by the Council's Road Corridor Manager – Bryan Hudson within the Transportation Assessment. The assessment states that overall the findings within the applicant's ITA are concurred with.
- 12.1.2. The Transportation Assessment has assessed that the new roundabout entrance for the airport terminal is in keeping with relatively high access control standards on the highway. The effects are stated as being minimal or positive, and particularly positive for improved safety and accessibility to the airport terminal. The assessment states that the proposal provides opportunity for significant improvement in road user safety through providing a roundabout that will serve the airport terminal, Mystery Creek Events Centre Gate 0, Hamilton Kart Club and Hamilton Pistol Club. The assessment notes that the applicant's ITA includes efficiency modelling which indicates a good level of service under normal traffic conditions with a single lane to 2041.
- 12.1.3. With respect to events at Mystery Creek Event Centre, the Transportation Assessment states that intersection efficiency during events is expected to be similar to what is currently possible although temporary traffic management controls would be different. The assessment further states that the roundabout is expected to have capacity for event traffic volumes, subject to appropriate temporary traffic management measures.
- 12.1.4. The assessment recommends the inclusion of a designation condition requiring that the roundabout be located at least 60m from the proposed smaller roundabout at Ossie James Drive as shown on the concept drawing (Drawing 144380/01/P/0201 Rev C). This condition was offered by the Requiring Authority within the applicant's report to ensure the roundabouts are sufficiently spaced for safety reasons.
- 12.1.5. With the mitigation proposed as per the above condition, the transportation effects have been assessed as being minimal or positive.

**12.2. Landscape and Visual Amenity Effects**

- 12.2.1. The alteration will result in a minor change to the appearance of SH21 in this location through the introduction of a roundabout, however the changes are considered to be in keeping with the existing character and visual amenity of the area. Landscape and visual amenity effects are therefore considered to be negligible.

**12.3. Noise Effects**

- 12.4. The roundabout will be located on a state highway and adjacent to an airport therefore any associated operational noise is likely to be in keeping with the existing environment<sup>13</sup>. In terms of construction noise, the applicant's assessment states that noise can be managed through compliance with NZS 6803:1999 Acoustics – Construction Noise. It is recommended that a condition be included on the designation requiring compliance with this standard. Noise effects are therefore considered to be acceptable.

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<sup>13</sup> As confirmed by Karl Tutty, Waipa Council's Environmental Services Team Leader, email dated 3 April 2019.

### **13. Relevant Planning Instruments**

#### **13.1. Operative Waikato Regional Policy Statement**

- 13.1.1. The main section of the RPS that is of relevance for this NoR is the management of the 'Built Environment' (Section 6). The objective and associated policies for the built environment seek to ensure that development occurs in an integrated, sustainable and planned manner; does not compromise the safe, efficient and effective operation of infrastructure corridors; and to recognise and protect the value and long-term benefits of regionally significant infrastructure (which includes the airport)<sup>14</sup>. The NoR seeks to improve the operation of the airport by enabling a widening of SH21 to construct a roundabout which will provide a central access point. It is supported by an ITA which has assessed the impacts on the safe and efficient functioning of SH21. The proposal is considered to be in accordance with the relevant provisions of the RPS.

#### **13.2. Waipa District Plan**

- 13.2.1. Objective - Strategic physical resource

*10.3.1 To support the economic and social well-being of the Waikato Region through providing for the integrated future development of the Airport and its surrounding land as a transport hub and business location, taking advantage of its strategic location and infrastructure while managing adverse effects on Airport operations.*

As outlined earlier within this report, this objective and its supporting policies<sup>15</sup> seek to enable development at the airport that is integrated with airport operations, the state highway network, has provision for public transport and alternative modes of transport and provides safe and sustainable road access, whilst ensuring that activities within the Airport Business Zone are located and developed in a manner that manages adverse effects on the airport and its operations.

The proposed roundabout will support the future development of the airport through the provision of a new central access point. The roundabout has been assessed within the Transportation Assessment as being an improvement to the accessibility of the airport terminal. The proposal is considered to be in accordance with this objective and policies.

- 13.2.2. Objective - Ensuring sustainable, integrated, safe, efficient and affordable multi-modal land transport systems

*16.3.1 All new development, subdivision and transport infrastructure shall be designed and developed to contribute to a sustainable, safe, integrated, efficient (including energy efficient network design) and affordable multi-modal land transport system.*

As outlined earlier within this report, the WDP policies<sup>16</sup> seek to achieve this objective through accommodating and encouraging alternative modes of transport, having an effective and efficient road network and linking to existing transport networks. The proposed roundabout has been assessed within the Transportation Assessment as being safe and efficient. It has been

<sup>14</sup> Objective 3.12, Policies 6.1, 6.3, 6.6

<sup>15</sup> Policies 10.3.1.1, 10.3.1.3, 10.3.1.4

<sup>16</sup> Policies 16.3.1.1, 16.3.1.2

designed to coordinate with existing private accesses including the Hamilton Kart Club and the Pistol Club which will be relocated. This represents an integrated approach. As outlined in the Transportation Assessment, the shared pedestrian and cycle paths are supported and provide an alternative route to SH21 which has higher traffic speeds. The alteration is considered to be in accordance with this objective and policies.

- 13.2.3. Objective - Integrating land use and transport: ensuring a pattern of land uses and a land transport system which is safe, effective and compatible

*16.3.2 Land use and transport systems successfully interface with each other through attention to design, safety and amenity.*

As outlined earlier within this report, this objective and supporting policies<sup>17</sup> seek to integrate land use and transport infrastructure including to provide safe and appropriate access. The proposal is inherently seeking to integrate land use and infrastructure through the provision of a central, well defined and safe access point into the airport.

- 13.2.4. Objective - Maintaining transport network efficiency

*16.3.3 To maintain the ability of the transport network to distribute people and goods safely, efficiently and effectively.*

Policy 16.3.3.1 seeks to avoid, remedy or mitigate the adverse effects of development on the operation and maintenance of the transport network including from traffic generation. The Transportation Assessment confirms that the proposed roundabout represents an efficient and safe solution for a new airport access point.

- 13.2.5. Objective - Provision of vehicle entrances, parking, loading and manoeuvring areas

*16.3.4 The provision of adequate and well-located vehicle entrances and parking, loading and manoeuvring areas that contribute to both the efficient functioning of the site and the adjacent transport network.*

As outlined earlier within this report, this objective and Policy 16.3.4.1 seek to ensure vehicle entrances are well located to ensure the safe and efficient functioning of adjoining roads. As a consequence of the road widening to accommodate the alteration, accessways for the Hamilton Kart Club and Hamilton Pistol Club will need to be relocated. This has been assessed within the Transportation Assessment as resulting in an improvement to road user safety. It is therefore considered to be in accordance with this objective and policy.

- 13.2.6. Objective - Minimising adverse effects of the transport network

*16.3.5 The transport network can have effects on the adjacent environment that must be mitigated through design.*

As outlined earlier within this report, this objective and Policy 16.3.5.1 seek to minimise effects of the transport network on the natural environment, and for relevance to this NoR, having regard to stormwater collection, treatment and disposal, earthworks, and noise. As set out within the applicant's report, provision has been made for stormwater management for the

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<sup>17</sup> Policies 16.3.2.1, 16.3.2.3

roundabout, with space available on the southwestern quadrant and on the south eastern side. The applicant's report states that details on earthworks volumes and methodology have not yet been finalised, however this will be managed through the Outline Plan of Works (OPW) process. It is considered that the OPW process, in which the requiring authority will need to outline how any adverse effects on the environment will be avoided, remedied or mitigated, will be sufficient to manage any associated effects of earthworks and noise. The location of the roundabout is not within a particularly sensitive area, it is not in close proximity to any water bodies or noise sensitive activities, with the closest activities being the airport, the Kart Club and the Pistol Club. Noise effects have been further commented on in section 12.3 above.

#### **14. Assessment of Alternatives**

- 14.1. As can be seen from the table of land required for the alteration (Table 4-1), the Transport Agency does not have an interest in the land sufficient for undertaking the works and therefore section 171(1)(b) (consideration of alternatives) is applicable.
- 14.2. The applicant's report outlines the alternatives considered which include the following:
1. Do nothing and undertake development as per existing WDP provisions
  2. Roundabout supported by a separate Southern Precinct access currently sought via the proposed plan change (the proposed option)
  3. Roundabout without the Southern Precinct access
  4. Signalised intersection supported by a separate Southern Precinct access
- 14.3. Section 13.2 of the applicant's report sets out the social/cultural/safety, economic, network efficiency and environmental costs and benefits associated with each option and why option 2 was selected as the preferred option. It is considered that an adequate consideration of alternatives has been undertaken.

#### **15. Necessity for the Works and the Designation**

- 15.1. Section 171(1)(c) of the RMA requires that particular regard is given as to whether the work and the designation (alteration) are reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought.
- 15.2. The project objectives for the NoR are not explicitly set out in the applicant's report, however the purpose of the associated plan change is set out in section 3.7 which is "to enable the ongoing efficient operation of the Waikato Regional Airport and its associated landholdings, in particular, by providing for land use activities and transport network in the Central and Southern Precincts of Titanium Park that avoids internal conflict with terminal traffic and creates a new gateway to the airport in a logical central position".
- 15.3. Further, section 4.2 of the applicant's report states that the roundabout is to account for an improved main access to the airport and central precinct. The requiring authority should confirm these objectives through their evidence.
- 15.4. Form 18 for the NoR sets out the objective of the Transport Agency which is the development of an effective, efficient, and safe land transport system in the public interest.

- 15.5. Section 13.3 of the applicant's report sets out the necessity for the works. This section states that the works are reasonably necessary to achieve the objectives of the Transport Agency, in particular the proposed works will provide for the effective, efficient and safe road network associated with the regionally significant infrastructure that is Waikato Regional Airport and associated key strategic employment node.
- 15.6. Section 13.4 of the applicant's report sets out the necessity for the designation. This section states that the designation is the most appropriate mechanism to secure the land given the timing of works is unknown, and is consistent with the approach already taken by the WDP in providing for a new entrance for the airport (Designation D49).
- 15.7. It is considered that the work and the designation are reasonably necessary to create a new airport access that is a gateway provided in a central position in a manner that is effective, efficient and safe.

**16. Other Matters**

- 16.1. Other matters include the relevant transportation strategies and iwi environmental plans described in Part Two of this report. The assessment with respect to the NoR is generally the same as that for the proposed plan change. The NoR will be in accordance with these documents.

**17. RMA Part 2 Assessment**

- 17.1. The alteration will provide a new central access for Hamilton Airport via a roundabout and will consequently involve the relocation of two existing private accesses. It has been assessed as being safe and efficient and an improvement for road user safety. The proposal will therefore benefit people and communities without causing adverse effects on the environment and is in accordance with the purpose of the RMA.
- 17.2. As outlined earlier in this report, sections 6, 7 and 8 of the RMA set out its principles. Section 6 requires all persons exercising functions and powers under it in relation to managing the use, development, and protection of natural and physical resources, to recognise and provide for matters of national importance. There are no matters of national importance that are relevant to the proposal.
- 17.3. Section 7 of the RMA identifies other matters that particular regard shall be given to. As set out in the applicant's report, the NoR has had particular regard to the efficient use of natural and physical resources (section 7 (b)) by positively contributing to the efficient operation of regionally significant infrastructure. This assessment is generally concurred with. The proposed roundabout will contribute towards a wider access strategy aimed at increasing the efficient operation of Hamilton Airport and providing for road user safety. It is considered that the following provision of section 7 is also relevant to the NoR: '(c) the maintenance and enhancement of amenity values'. It is considered that the proposal is not inconsistent with this matter. The proposed roundabout is in keeping with the existing infrastructure and amenity values may be improved through providing a better defined airport entry point which will assist with wayfinding and creating a sense of place.

- 17.4. Section 8 of the Act requires that the principles of the Treaty of Waitangi (Te Tiriti o Waitangi) be taken into account during decision-making. As set out in the applicant's report, extensive iwi consultation has addressed section 8 of the RMA. Overall it is considered the principles of the Treaty have been taken into account.



## PART FIVE – ASSESSMENT OF SUBMISSIONS AND CORRESPONDENCE RECEIVED

### 18. Submissions in Opposition

18.1. With respect to the submissions in opposition, Table 18-1 below outlines the submission points and the recommendation for each.

Table 18-1 Submissions in Opposition

Submitter	Submission Point	Topic	Summary	Decision Requested	Comment and Recommendation
1 - The Hamilton Pistol Club Inc.	1/1	Transportation	The proposed roundabout will not be able to cope with Fieldays traffic which will cause difficulties entering the club. Support for the roundabout concept which will resolve several issues associated with combined entrances, close proximity of airport and Fieldays access points and use of existing slip lane. Support for the new access from SH21 to the Southern Precinct.	The design of the roundabout should provide access to the club to allow heavy machinery entry. The design should also provide more lanes including the provision of additional slip lanes to allow both the Airport and the Pistol Club to operate during this period. Provide for access to the club during heavy traffic periods and major events at Mystery Creek.	<b>Accept in Part</b> The submission does not oppose the roundabout in principle, but the design of the roundabout.  The requiring authority has provided amended drawings (in particular 144380/01/P/0101 Rev C and 144380/01/P/0201 Rev. C) in response to submitter concerns. The drawings show a wider shoulder on approach to the roundabout and a wider entrance for the Pistol Club. The amended design has been assessed within the Transportation Assessment as being suitable to accommodate event traffic volumes, subject to appropriate temporary traffic management measures. The assessment also confirms that the Pistol Club entrance will be able to accommodate access for heavy machinery. Furthermore, a condition has been offered by the Requiring Authority to enable the Pistol Club

## WAIPA DISTRICT PLAN: PLAN CHANGE 10 AND NOTICE OF REQUIREMENT

Submitter	Submission Point	Topic	Summary	Decision Requested	Comment and Recommendation
					<p>to comment on the detailed design of the roundabout.</p> <p>As these matters relate to the roundabout design, rather than the location of the roundabout (which the submitter confirms they do not object to in principle), it is recommended that the submission point in response to the plan change be rejected.</p> <p>In response to the NoR, as the submitter concerns have been addressed via an amended design and a condition, it is recommended that the submission point be accepted.</p>
1 - The Hamilton Pistol Club Inc.	1/2	Noise	Concerns with the requirement to lower the club's northern boundary area and ROW which will expose neighbours to greater noise.	Provide sufficient noise barriers for noise emitted from the club.	<p><b>Accept in Part</b></p> <p>The requiring authority has provided additional drawings (drawings 144380/04/P/0205 Rev. D and 144380/04/P/0208 Rev. A) which show the ground levels at the club's northern boundary and the adjacent road. The road is in a cut and the ground at the club presently slopes downwards away from the road. There will therefore be a 'bund' created which in itself will provide noise attenuation. To fill the 'gap' between the bunds, the requiring authority propose to provide a solid gate at the entrance to the club.</p>

## WAIPA DISTRICT PLAN: PLAN CHANGE 10 AND NOTICE OF REQUIREMENT

Submitter	Submission Point	Topic	Summary	Decision Requested	Comment and Recommendation
					<p>Given the changes proposed and the existing ground levels, the potential for increased noise beyond the site will be no more than that which currently exists. It is recommended that a condition of consent be included requiring the provision of a solid gate. As further mitigation, the requiring authority is prepared to provide additional bunding (as shown on the relevant drawings) should the club so desire it. As this is not required for noise mitigation it is recommended that this be left to further discussions between the Requiring Authority and the Pistol Club.</p> <p>As this matter relates to the roundabout design (lowering of the road adjacent to the club), rather than the location of the roundabout itself, it is recommended that the submission point in response to the plan change be rejected.</p> <p>In response to the NoR this matter is considered to be satisfied by the further information provided therefore it is recommended that the submission point be accepted.</p>
4 - New Zealand National	4/1	Consultation	There has been insufficient consultation and the	The society seek that the current (structure) plan be	<p><b>Reject</b></p> <p>Although it would be considered best</p>

## WAIPA DISTRICT PLAN: PLAN CHANGE 10 AND NOTICE OF REQUIREMENT

Submitter	Submission Point	Topic	Summary	Decision Requested	Comment and Recommendation
Fieldays Society Inc and Kaipaki Promotions Limited			Society has not had adequate time to respond to the proposal. The consultation discussion has been misrepresented. The minutes of the consultation meeting are not included with the AEE as stated.	retained in its entirety and the Council recommend the designation be withdrawn.	<p>practice to undertake consultation with neighbours for these types of applications, there is no requirement to consult with potentially affected owners and occupiers of neighbouring properties as per clause 3 of Schedule 1 of the RMA which outlines the consultation requirements for the preparation of a plan. Similarly, there are no requirements within the RMA to consult with respect to a NoR.</p> <p>It should be noted that that the applicant/Requiring Authority has, since lodgement of the submission, undertaken further consultation with the submitter and amended drawings have been provided.</p> <p>It is recommended that this submission point in response to both the plan change and NoR be rejected.</p>
4 - New Zealand National Fieldays Society Inc and Kaipaki Promotions Limited	4/2	Transportation	The proposal presents significant transport effects along SH21. The daily traffic counts do not include the events held at Mystery Creek. The use of the existing slip lane will not be possible with the proposed roundabout layout. A one lane roundabout will not be able to accommodate event day traffic. Concerns that the separation	The society seek that the current (structure) plan be retained in its entirety and the Council recommend the designation be withdrawn.	<p><b>Accept in Part</b></p> <p>As outlined above in response to submission point 1/1, the Requiring Authority has provided an amended design to address the concerns of the submitter. The design has been assessed within the Transport Assessment as being suitable to accommodate event traffic volumes, subject to appropriate</p>

## WAIPA DISTRICT PLAN: PLAN CHANGE 10 AND NOTICE OF REQUIREMENT

Submitter	Submission Point	Topic	Summary	Decision Requested	Comment and Recommendation
			distance between the proposed roundabout and Mystery Creek Road is insufficient for slow long turning vehicles. The applicant has not adequately addressed the potential increased traffic volumes arising from wider development within the area. Consequential adverse economic effects.		<p>temporary traffic management measures. A condition is also included which will allow the society to comment on the detailed design of the roundabout.</p> <p>As these matters relate to the roundabout design rather than the location of the roundabout, it is recommended that the submission point in response to the plan change be rejected.</p> <p>In response to the NoR, as the submitter concerns have been addressed via an amended design and a condition, it is recommended that the submission point be accepted.</p>
4 - New Zealand National Fieldays Society Inc and Kaipaki Promotions Limited	4/3	Property	The Society has an easement at Gate 0 over land which is proposed to be acquired from the Hamilton Pistol Club Inc and Waikato Regional Airport Ltd. The proposal will adversely affect the plans of the Society to increase the use of this entrance for heavy vehicles.	The society seek that the current (structure) plan be retained in its entirety and the Council recommend the designation be withdrawn.	<p><b>Reject</b></p> <p>There is a right-of-way easement through the land required for the alteration to designation. Although this easement will legally remain, the end of the right-of-way which adjoins SH21/Airport Road will essentially be replaced by the publicly accessible roundabout. This issue is principally about the proposed roundabout design. Please refer to the above comments for submission point 4/2 in this regard.</p> <p>It is recommended</p>

## WAIPA DISTRICT PLAN: PLAN CHANGE 10 AND NOTICE OF REQUIREMENT

Submitter	Submission Point	Topic	Summary	Decision Requested	Comment and Recommendation
					that this submission point in response to both the plan change and NoR be rejected.
4 - New Zealand National Fieldays Society Inc and Kaipaki Promotions Limited	4/4	Future Development	<p>The proposal will limit the Society's proposed future development within the Mystery Creek Zone which include visitor accommodation and tourism facilities, further utilisation of Gate 0 and the ability to operate events.</p>	The society seek that the current (structure) plan be retained in its entirety and the Council recommend the designation be withdrawn.	<p><b>Accept in Part</b></p> <p>The submitter has raised a concern that the design of the roundabout will limit future development. Please refer to the above comments for submission point 4/2 in this regard.</p> <p>As this matter relates to the roundabout design rather than the location of the roundabout, it is recommended that the submission point in response to the plan change be rejected.</p> <p>In response to the NoR, as the submitter concerns have been addressed via an amended design and a condition, it is recommended that the submission point be accepted.</p>

### 19. Submissions in Support

19.1. Two submissions were received in support of the plan change. It is recommended that these submissions be accepted in whole or in part subject to any modifications made as a response to other submissions. The submissions are outlined below in Table 19-1.

**Table 19-1 Submissions in Support**

Submitter	Submission Point	Topic	Summary	Decision Requested	Comment and Recommendation
Riverside Golf Club	2/1	Whole Plan Change	Not stated	Not stated	<b>Accept</b>
New Zealand Transport Agency	3/1	Whole Plan Change	Support for plan change based on previous consultation and incorporation of changes requested by the Agency. The plan is crucial to the	Not stated	<b>Accept</b>

## WAIPA DISTRICT PLAN: PLAN CHANGE 10 AND NOTICE OF REQUIREMENT

Submitter	Submission Point	Topic	Summary	Decision Requested	Comment and Recommendation
			Agency's acceptance of the proposed access changes, in particular acceptance of the proposed southern access which is dependent on strict controls on the types of activities occurring in this part of the site which must be low traffic generating. NZTA is the requiring authority for the proposed alteration to the SH21 designation and has therefore lodged the Notice of Requirement. NZTA acknowledge the need for the two processes to be aligned.		

## 20. Additional Correspondence

### 20.1. Ngaa Uri O Maahanga Trust

- 20.1.1. Ngaa Uri O Maahanga Trust are a hapu of Waikato-Tainui and were provided with a copy of the documentation. A letter has been received from the trust dated 14 January 2019<sup>18</sup>. The letter outlines that Ngaato Maahanga's tribal boundary includes the area used for the airport and the position of Ngaati Maahanga with respect to the proposed plan change. Table 20-1 outlines the main points and provides a comment for each.

**Table 20-1 Ngaati Maahanga Feedback**

Matter	Comment
Ngaati Maahanga wish to be included on any engagement regarding partnership, technical reports and resource consents as required. They wish to be involved in any cultural impact assessments.	Further development of the airport is likely to require resource consents for matters such as new roads and earthworks. Further consultation with Ngaati Maahanga should be carried out where required in accordance with the provisions of the RMA and the district plan.
Ngaati Maahanga support the plan change as currently proposed.	This support is noted.
Ngaati Maahanga advise that they be engaged in regard to any koiwi/taonga that may be found during site works and can provide their accidental discovery protocol. Kaumaatua/Kuia may wish to advise areas that may be culturally significant to Ngaati Maahanga.	The plan change sets out changes to the structure plan within the WDP and other consequential changes. It does not authorise any specific site works.

<sup>18</sup> The trust has confirmed that the correspondence does not represent a submission.



## WAIPA DISTRICT PLAN: PLAN CHANGE 10 AND NOTICE OF REQUIREMENT

Matter	Comment
Ngaati Maahanga would like their history and cultural values to be incorporated in any development of the airport and or business park in a tangible way that is practical and enduring such as through carved pou and information boards.	The proposed amendments do not cover this level of detail however it would be useful if the applicant could outline any specific actions proposed in their evidence.
Ngaati Maahanga request that the Project Manager for the airport project continue to regularly update and consult with Ngaati Maahanga.	It is requested that the applicant provide a response to this point within their evidence.
Should any koiwi/taonga be found, please consult their Accidental Discovery Protocol.	As noted above, the plan change does not authorise any specific works.

20.1.2. It should also be noted that Waikato-Tainui have provided a letter dated 30 September 2018 stating that they have no concerns with the proposed plan change and that they support the plan change in principle subject to the recommendations within the Cultural Impact Assessment prepared by Ngati Haua Iwi Trust (outlined in Part Two of this report).

### **20.2. Waikato Regional Council**

20.2.1. Waikato Regional Council (WRC) were provided with a copy of the documentation and have provided the following advice regarding the resource consents that may be required for the proposed roundabout:

- The proposed road infrastructure could potentially trigger resource consent from WRC for earthworks and possibly a groundwater take for dewatering.
- A stormwater discharge consent could also possibly be required however the area has good soakage and there may be the option to undertake the stormwater discharge as a permitted activity.
- It is recommended that the Transport Agency consult with WRC once they have progressed their design plans further to determine whether the proposed activities require resource consent.

With respect to the proposal being considered, these matters only need to be noted by the Requiring Authority. No resource consents are being sought at this stage.

## PART SIX – SUMMARY AND RECOMMENDATIONS

### 21. Plan Change

- 21.1. The proposed plan change and the supporting information has been assessed against the requirements of the RMA. The plan change has been prepared in accordance with the functions of territorial authorities and the provisions of Part 2. The section 32 evaluation has determined that the objectives of the proposal are the most appropriate way for achieving the purpose of the RMA and that the provisions in the proposal are the most appropriate way to achieve the objectives.
- 21.2. The plan change will give effect to the NPS-UDC and the RPS and will be consistent with the existing provisions of the WDP. Regard has been had to the relevant transport strategies and iwi management plans and the proposal is not inconsistent with these. The effects on the environment have been assessed as being acceptable or positive.
- 21.3. Taking into account the above matters and the submissions received, it is recommended that the plan change as per the documentation provided (refer to Appendix H of the applicant's report) be **approved** in accordance with Clause 10 of Schedule 1 of the RMA subject the following minor amendment as outlined within this assessment (shown underlined):

10.4.1.5	Non-complying activities
(a)	.....
(f)	<p><u>The following activities in the Titanium Park – Southern Precinct:</u></p> <p>(i) <u>Vehicle rental and valet services, vehicle parking and storage;</u></p> <p>(ii) <u>Service stations and commercial garages;</u></p> <p>(iii) <u>Cafes, restaurants, takeaway food outlets and licensed premises</u></p> <p>(iv) <u>Visitor accommodation;</u></p> <p>(v) <u>Places of assembly;</u></p> <p>(vi) <u>Conference facilities;</u></p> <p>(vii) <u>Offices (excluding ancillary offices – refer to Rule 10.4.1.1(n));</u></p> <p>(viii) <u>Laboratories and research establishments;</u></p> <p>(ix) <u>Hire facilities and building supply outlets;</u></p> <p>(x) <u>Education facilities</u></p> <p>(xi) <u>Retail activities and wholesale shops, subject to Rules 10.4.2.11 and 10.4.2.12</u></p>

### 22. Notice of Requirement

- 22.1.1. The NoR and supporting information has been assessed against the requirements of the RMA. The environmental effects of the proposal have been assessed as being negligible with respect to landscape and visual amenity effects, acceptable with respect to noise effects and minimal or positive with respect to transportation effects. The proposal has been assessed against the relevant planning instruments, transportation strategies and iwi environmental plans and the proposal is considered to be in accordance with these. The proposal is also in accordance with purpose and principles of the RMA.
- 22.1.2. The requiring authority has provided an adequate consideration of alternatives to the proposal and the works and designation have been assessed as being reasonably necessary to achieve the project objectives, which are generally considered to be the provision of a new airport

access that is a gateway provided in a central position in a manner that is effective efficient and safe. As these objectives were not explicitly set out in the applicant's report, the requiring authority should confirm these objectives through their evidence.

- 22.1.3. With respect to the lapse date for the designation as altered, a lapse date of five years should apply as per section 184 of the RMA. The existing designation does not have a lapse date as it has already been given effect to. The altered designation to accommodate the proposed roundabout should not apply indefinitely given no construction date for the roundabout has been put forward.
- 22.1.4. Taking into account the above matters and the submissions received, and subject to confirmation of the project objectives by the requiring authority, it is recommended that the NoR be **confirmed** on accordance with section 171(2) of the RMA subject to the designation conditions as outlined in section 22.2 below.
- 22.1.5. The updated designation schedule for the WDP is attached to this report in Appendix E.

## **22.2. Designation Conditions**

22.2.1. The requiring authority has provided a set of suggested designation conditions. If the designation is confirmed, the conditions are concurred with subject to the following amendments/additions shown by underline and strikethrough.

1. The works to give effect to the State Highway 21 roundabout at the Hamilton Airport entrance to service the Central Precinct shall be generally in accordance with the following documentation and plans:
  - a) Application titled: "Waikato Regional Airport Ltd/Titanium Park Ltd and NZ Transport Agency Request of Private Plan Change and Notice of Requirement – Section 32 Evaluation & Assessment of Environmental Effects Report", dated September 2018.
  - b) Concept Design Plans:
    - i.) Titanium Park Ltd – Central & Southern Precinct Access – Overall Plan – Drawing Number 144380/01/P/0101 – Revision C;
    - ii.) Titanium Park Ltd – Central Precinct Access Concept Roundabout – General Arrangement – Drawing Number 144380/01/P/0201 – Revision C; ~~and~~
    - iii.) Titanium Park Ltd – Central Precinct Access Concept Roundabout - Hamilton Pistol Club Entrance – Drawing Number 144380/01/P/0205 Revision D;
    - iv.) Titanium Park Ltd – Central Precinct Access Concept Roundabout - Entrance Long Sections – Drawing Number 144380/01/P/0204 Revision A Sheet 1 and Sheet 2; and
    - v.) Titanium Park Ltd – Central Precinct Access Concept Roundabout - Entrance Cross Sections – Drawing Number 144380/04/P0208 Revision A.
  - c) Designation Plan:
    - i.) Titanium Park Ltd – State Highway 21 Proposed Airport Access Upgrade – Designation Plan – Drawing Number 144380/01/P/0233 – Revision ~~CB~~.

## WAIPA DISTRICT PLAN: PLAN CHANGE 10 AND NOTICE OF REQUIREMENT

2. Where there is any inconsistency between the documentation listed above and the designation conditions, the designation conditions shall prevail.
3. Detailed engineering drawings for the roundabout shall be submitted by the Requiring Authority to Waipa District Council as part of the Outline Plan of Works ~~application~~.
4. The detailed design of the State Highway 21 roundabout and the Titanium Park internal roundabout shall be in general accordance with drawing 144380/01/P/0201, subject to the following changes:

The separation distance between the outside of the circulating carriageway of the State Highway 21 roundabout and the limit line on the approach to the internal roundabout shall be increased to 60m or as close as practicable to 60 metres subject to external constraints and geometric design requirements.

5. The following parties shall be invited to consult with the NZ Transport Agency or their agent, as part of the preparation of the detailed engineering design drawings for the roundabout:
  - a) Waikato Regional Airport Ltd;
  - b) Titanium Park Ltd
  - c) NZ National Fieldays Society; and
  - d) the Hamilton Pistol Club.

The purpose of this consultation is to enable those parties to be involved to the design decisions being made for the roundabout, if they elect to be part of the process. The outcomes of the consultation undertaken shall be recorded in the Outline Plan of Works ~~application~~.

6. The State Highway 21 roundabout shall be subject to an independent design safety audit prior to the detailed engineering design drawings being provided to Waipa District Council as part of the Outline Plan of Works ~~application~~. Any changes required as a result of the audit recommendations, including design changes shall be agreed in consultation with the Waipa District Council and the Requiring Authority.
7. A post construction safety audit of the State Highway 21 roundabout shall be completed within 6 months of the roundabout construction being completed. Any changes required as a result of the audit recommendations, including design changes shall be agreed in consultation with the Waipa District Council. ~~and the Requiring Authority.~~

*Advisory Note: If changes are required, as a result of compliance with condition 7, an amended Outline Plan of Works ~~application~~ may need to be required submitted to Waipa District Council.*

8. Prior to the construction of the State Highway 21 roundabout, the Requiring Authority and Waikato Regional Airport Ltd/Titanium Park Ltd shall consult with Waipa District Council's Roading Manager to reach agreement on the boundary of the respective road

## WAIPA DISTRICT PLAN: PLAN CHANGE 10 AND NOTICE OF REQUIREMENT

controlling authority jurisdiction ~~shall change~~, as it relates to the leg of the roundabout serving the Airport and Ossie James Drive.

*Advisory Note: This condition has been offered up by the applicant.*

9. Within six months of the State Highway 21 roundabout being completed, a subdivision consent application shall be lodged with Waipa District Council that provides for the vesting of road, as agreed in condition ~~7~~8.
10. Within six months of the ~~approval~~ confirmation of the alteration to Designation D43, the Requiring Authority shall give Waipa District Council notice, under section 182 of the Resource Management Act 1991, that they wish to uplift designation D49.
11. Solid gates, such as timber or similar, to a height of 1.8m, shall be provided at the entrance to the Hamilton Pistol Club, in the location generally shown on drawing 144380/01/P/0201 Revision C, or as otherwise agreed with the Hamilton Pistol Club.
12. Construction noise shall comply with the applicable noise limits in NZS 6803:1999 Acoustics – Construction Noise.
13. The alteration to the designation shall lapse if not given effect to within five years of the inclusion of the alteration within the Waipa District Plan.

22.2.2. The recommended changes for the most part to improve the clarity of the conditions. The advice note for condition 8 is recommended as this condition involves a third party (Waikato Regional Airport Ltd /Titanium Park Ltd). Conditions 4 and 12 are to mitigate transportation and noise related effects as discussed within this report. Condition 11 is recommended as noise mitigation for the Pistol Club and is as per the response of the requiring authority to concerns raised by the Pistol Club through their submission. The lapse date as per condition 13 is recommended to clarify that the alteration will lapse if not given effect to within 5 years as per section 184 of the RMA.



## **Appendix A - Waipa Transportation Technical Report**

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<b>To:</b>	Wayne Allan	<b>Cc:</b>	Kylie O'Dwyer
<b>From:</b>	Bryan Hudson		
<b>Date:</b>	8 April 2019	<b>File Ref:</b>	020-08-91/2
<b>Subject:</b>	Proposed Private Plan Change No. 10 and Notice of Requirement Transportation Technical Report		

## THE PLAN CHANGE AND NOR PROPOSAL

Proposed private plan change No. 10 (PC10) seeks to change road connections and intersections within the Waikato Regional Airport Ltd and Titanium Park Ltd lands. The NoR seeks to change the state highway designation to enable a new roundabout intersection on SH21.

**The key issues discussed in this report are therefore,** the suitability of the proposed new structure plan for roads and intersections and implications of the change for the road network and other mode users such as public transport, cyclists and pedestrians.

The most significant change proposed is a new roundabout intersection on SH21 to serve the Airport Terminal and business precinct as shown in figure 1.

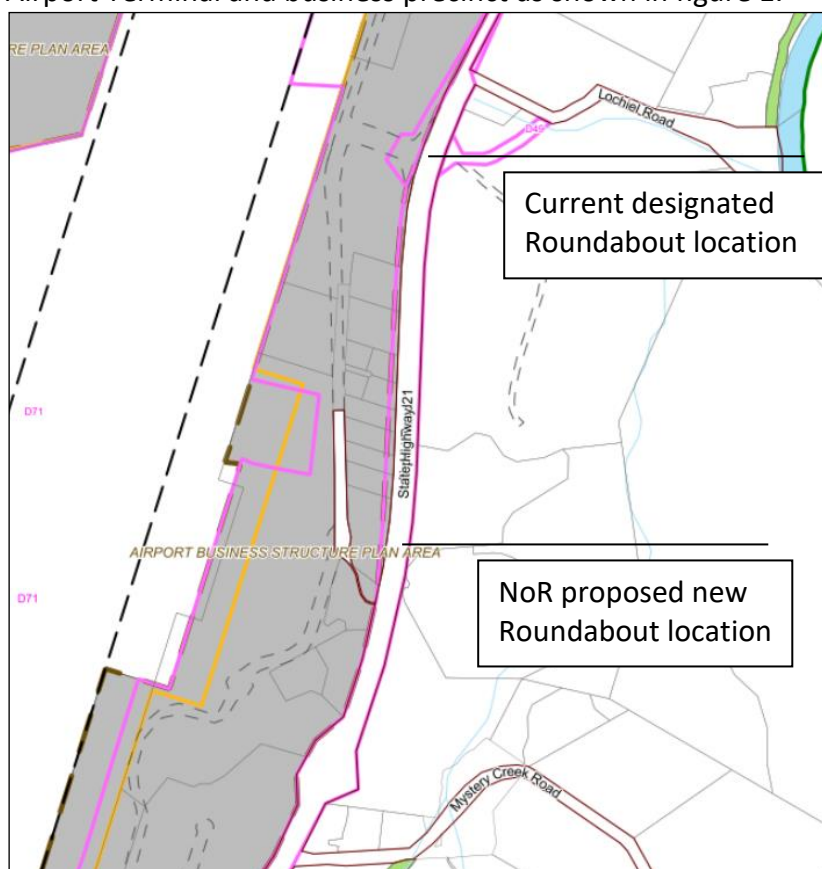


Figure 1. Current District Plan Overlays and NoR location.

Part of the Plan Change is that the southern business precinct would access SH21 Airport Road through a new intersection with SH21, instead of through the Airport internal access roads as shown in figure 2.

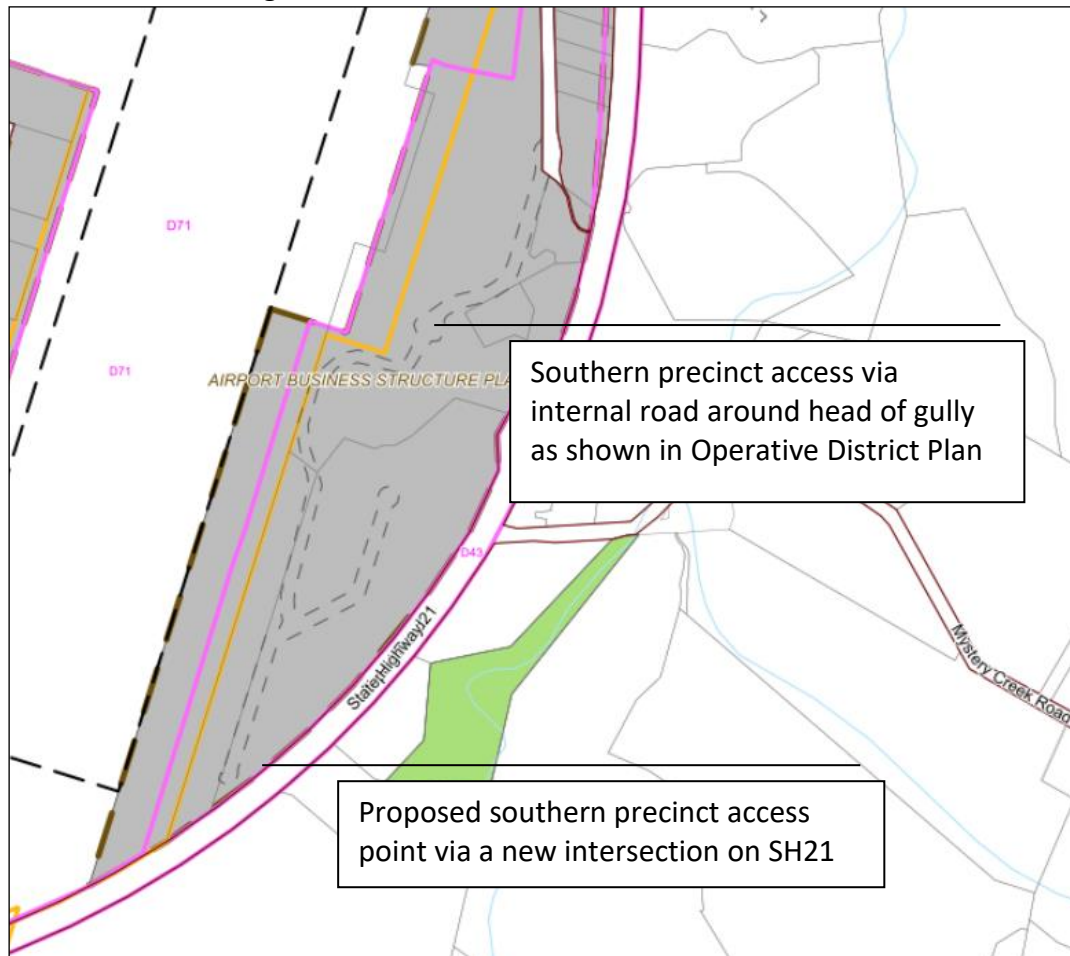


Figure 2. Current District Plan Overlays and new intersection location.

## ASSESSMENT OF EFFECTS

The Applicant has provided an integrated traffic assessment which considers the impacts of these changes including safety and efficiency impacts. I have reviewed this ITA and generally concur with the findings.

SH21 Airport Road has few direct property access points. Most access points are through side roads or significant and well-constructed entrances, often with painted medians and right turn bays. Hence a roundabout for the Airport Terminal access and a right turn bay for the southern precinct are in keeping with relatively high access control standards on the highway. In this regard effects are minimal or positive, and particularly positive for improved safety and accessibility to the Airport Terminal via the roundabout proposed.

In addition the creation of a roundabout to serve both the Airport Terminal, Mystery Creek Gate 0 and the two Recreation Clubs which results in multiple entrances opposite and close to the current Airport entrance provides an opportunity for a significant improvement in road user safety. The Applicant's ITA includes efficiency modelling which indicates good levels of

service under normal traffic conditions with a single lane roundabout to 2041. During large Mystery Creek events traffic will be under temporary controls and I would expect intersection efficiency to be similar to what is possible now albeit with different temporary controls operating on the proposed roundabout.



Figure 3. SH21 looking toward SH3 with current entrances to Gate 0 Fieldays and Go-Cart and Pistol Club on left, Airport entrance on right just beyond these.

A potential consequence of the Plan Change is that Lochiel Road and SH21 intersection which was to become a roundabout may remain as a Tee intersection, however this is the current situation and traffic volumes on this side road are low.

Another potential consequence is that the major entrance at No. 333 Airport Road to the Aerospace Workshops indicated for closure in the current structure plan is to remain open in the proposed structure plan. This entrance is served by a short right turn bay and I believe it is suitable to continue in use.

A consequence of the Plan Change is that the southern business precinct will not be connected to the Terminal area and central business precinct by a road around the head of the gully system. Instead a new intersection with SH21 is required. Additional intersections can lead to increased risk of crashes. This negative is mitigated by highway widening, creation of a right turn bay, separating entranceways by relocation the Numax entranceway on the southern side of SH21 and limiting the traffic generation by selective land use in this precinct. This roading layout has already been approved under subdivision consent SP/0144/18 issued December 2018.

On the whole I do not believe these are significant negatives, and there remain many options

open to NZTA for future intersection improvements which could further mitigate these. For example a solid median on SH21 and roundabouts at each end could create left in and left out intersections at these points which are inherently safer if crash risk became a problem.

## SUBMITTER TRANSPORTATION ISSUES

NZ National Fieldays Society (NZNFS) raised issues of the performance of the proposed roundabout during major events and when temporary traffic management is required. The new roundabout will serve their Gate 0, a primary entry point to the Mystery Creek Events Centre.

The Hamilton Pistol Club (Pistol Club) have raised concerns about the ability of the roundabout to accommodate Mystery Creek Event Centre/Fieldays event traffic and how this may affect access to the Pistol Club. They also need the entrance to accommodate heavy machinery access to the Club site.

Revised intersection drawings to address NZNFS and Pistol Club concerns have been reviewed and they appear to provide a reasonable and achievable mitigation to address submitter concerns. These revisions include a wide shoulder on approach to the roundabout which provides an option to run two lanes of turning traffic into Gate 0 in the morning, and in the evening run two lanes of traffic out of Gate 0. Additionally the applicant has proposed a condition that requires NZTA to invite these parties to have input into the detailed design, with the results of that consultation included in an Outline Plan of Works. This condition is supported.

The NoR application provides flexibility to develop the new SH21 roundabout as a single lane roundabout but with land and an initial design capable of accommodating a two lane roundabout. The Application provides concept designs showing that a two lane roundabout can be built within the land area to be designated. This is a common progression to provide capacity as it is needed, and I believe that if this strategy is followed the roundabout is expected to have capacity to serve Mystery Creek event traffic volumes subject to appropriate temporary traffic management measures.

## ISSUES OF INTEREST TO COUNCIL AS A ROAD CONTROLLING AUTHORITY

The Plan Change amended structure plan shows shared cycleway and walkways through the business precincts linking employment and commercial areas and this is supported as good urban design which allows active transport modes to work. Given that this is a semi-rural area with higher speeds on SH21 it is important that active road users have safe and direct access routes within the precinct, as an alternative to using the highway. In this regard the southern precinct has a shared path connecting it with internal roading in accordance with the proposed Airport Business Zone Structure Plan.

There are currently no bus services to the Airport Terminal or employment areas. However passenger transport is desirable and is signaled in the current Regional Passenger Transport Plan. The Plan Change proposed structure plan provides opportunity for bus and taxi services to circulate through the proposed roundabouts and gain easy access to the Terminal. This is



shown in figure 4 below. I believe this is an improvement on the current structure plan which has access from the highway more remote from the terminal.

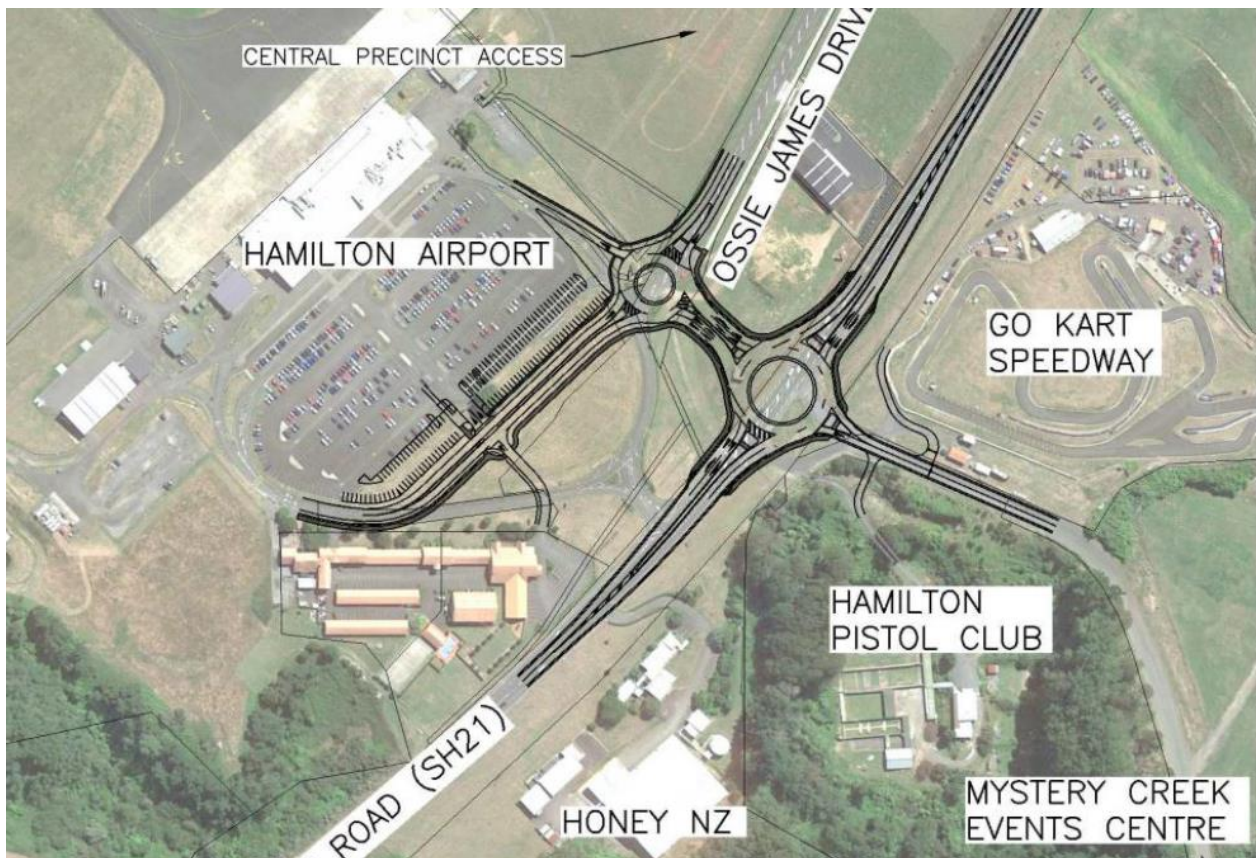


Figure 4. Excerpt from Final Appendix F – WRAL ITA 28 Sept 2018

Relevant to both the Plan Change and NOR is that a double roundabout will connect SH21 and the internal roads to the terminal, parking and business precinct served by Ossie James Drive. Ossie James Drive does not currently connect directly with a public road. The subdivision of land which follows the new roundabout build and vests road for SH21 needs to ensure that Waipa District Council has contiguous land vested as local public road and there is clarity of maintenance boundaries between NZTA, Council and the Airport. This is offered up by the Applicant.

Designation 49 for a roundabout on SH21 near Lochiel Road will no longer be required when the proposed new designation is in place and uplift of this designation is supported.

## CONCLUSIONS AND CONDITIONS

I believe that the Private Plan Change and NoR Section 32 Evaluation and AEE have considered the relevant transport effects and the proposed intersections and road connections are suitable.

Draft conditions which are offered by the Applicant below are supported subject to the addition below which was suggested by the applicant within the Notice of Requirement but has not been included in the draft conditions.

## Alteration to Designation – Suggested Designation Conditions – 2 April 2019

1. The works to give effect to the State Highway 21 roundabout at the Hamilton Airport entrance to service the Central Precinct shall be generally in accordance with the following documentation and plans:
  - a) Application titled: “Waikato Regional Airport Ltd/Titanium Park Ltd and NZ Transport Agency Request of private Plan Change and Notice of Requirement – Section 32 Evaluation & Assessment of Environmental Effects Report”, dated September 2018.
  - b) Concept Design Plans:
    - i.) Titanium Park Ltd – Central & Southern Precinct Access – Overall Plan – Drawing Number 144380/01/P/0101 – Revision C;
    - ii.) Titanium Park Ltd – Central Precinct Access Concept Roundabout – General Arrangement – Drawing Number 144380/01/P/0201 – Revision C; and
  - c) Designation Plan:
    - i.) Titanium Park Ltd – State Highway 21 Proposed Airport Access Upgrade – Designation Plan – Drawing Number 144380/01/P/0233 – Revision C.
2. Where there is any inconsistency between the documentation listed above and the designation conditions, the designation conditions shall prevail.
3. Detailed engineering drawings for the roundabout shall be submitted by the Requiring Authority to Waipa District Council as part of the Outline Plan of Works application.
4. The detailed design of the State Highway 21 roundabout and the Titanium Park internal roundabout shall be in general accordance with drawing 144380/01/P/0201, subject to the following changes:

The separation distance between the outside of the circulating carriageway of the State Highway 21 roundabout and the limit line on the approach to the internal roundabout shall be increased to 60m or as close as practicable to 60 metres subject to external constraints and geometric design requirements.

5. The following parties shall be invited to consult with, as part of the preparation of the detailed engineering design drawings for the roundabout:
  - a) Waikato Regional Airport Ltd;
  - b) Titanium Park Ltd
  - c) NZ National Fieldays Society; and
  - d) the Hamilton Pistol Club.

The purpose of this consultation is to enable those parties to be involved to the design decisions being made for the roundabout, if they elect to be part of the process. The outcomes of the consultation undertaken shall be recorded in the Outline Plan of Works application.

6. The State Highway 21 roundabout shall be subject to an independent design safety audit prior to the detailed engineering design drawings being provided to Waipa District Council as part of the Outline Plan of Works application. Any changes required as a result of the audit recommendations, including design changes shall be agreed in consultation with the Waipa District Council and the Requiring Authority.

7. A post construction safety audit of the State Highway 21 roundabout shall be completed within 6 months of the roundabout construction being completed. Any changes required as a result of the audit recommendations, including design changes shall be agreed in consultation with the Waipa District Council and the Requiring Authority.

*Advisory Note: If changes are required, as a result of compliance with condition 6, an amended Outline Plan of Works application may be required.*

8. Prior to the construction of the State Highway 21 roundabout, the Requiring Authority and Waikato Regional Airport Ltd/Titanium Park Ltd shall consult with Waipa District Council's Roading Manager to reach agreement on road controlling authority jurisdiction ~~shall~~ change, as it relates to the leg of the roundabout serving the Airport and Ossie James Drive.
9. Within six months of the State Highway 21 roundabout being completed a subdivision consent application shall be lodged with Waipa District Council that provides for the vesting of road, as agreed in condition 7.
10. Within six months of the approval of the alteration to Designation D43, the Requiring Authority shall give Waipa District Council notice, under s182 of the Resource Management Act 1991, that they wish to uplift designation D49.

## BACKGROUND INFORMATION

All supporting documentation can be found in the following TRIM records:

TRIM #	Title	Author
18107583	Final WRAL Plan Change + NOR 28 September 2018	Bloxam Burnett & Olliver
18107576	Final Appendix F – WRAL ITA 28 Sept 2018	Bloxam Burnett & Olliver
18107575	Final Appendix G – Concept Plans 28 Sept 2018	Bloxam Burnett & Olliver
19034512	Alteration to Designation – Suggested Designation Conditions – 22 March 2019	Bloxam Burnett & Olliver
19034509	Central and Southern Precinct Access drawing 144380/01/P/0101 & 0201, Revision C.	Bloxam Burnett & Olliver
19034512	144380_01_0208_A and C, Pistol Club Access plan and cross sections	Bloxam Burnett & Olliver
19035098	Central Precinct Access Concept Roundabout 144380/01/P/0204, 0208 and 144380/04/P/0205 Revision D, 144380/04/P/0241-0244 Revision A	Bloxam Burnett & Olliver



Bryan Hudson  
**ROAD CORRIDOR MANAGER**



**Appendix B - Email from Karl Tutty, Waipa District Council Environmental Services Team Leader**

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**O'Dwyer, Kylie**

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**From:** Karl Tutty <Karl.Tutty@waipadc.govt.nz>  
**Sent:** Wednesday, 3 April 2019 2:35 p.m.  
**To:** O'Dwyer, Kylie  
**Subject:** RE: NoR and plan change - Hamilton Airport and SH21

Thanks Kylie, with that extra detail I concur there are unlikely to be any additional receivers, and that current receivers shouldn't be exposed to any additional noise. As per my last e-mail, in the absence of measurements etc that's my subjective view. I don't believe the roundabout on its own is going to change the overall noise environment. If both parties agree with this approach I wouldn't require anything further.

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*Karl Tutty Environmental Services Team Leader* **WAIPA DISTRICT COUNCIL**

[karl.tutty@waipadc.govt.nz](mailto:karl.tutty@waipadc.govt.nz) | [www.waipadc.govt.nz](http://www.waipadc.govt.nz)

**PH:** 07 872 0030 | **MOB:** 027 584 7072 | **FAX:** 07 872 0033

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## **Appendix C – Recommended Change to the Provisions of the Waikato District Plan**

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## Proposed changes to the Waipa District Plan – Tracked Changes Version

Outlined below in the ~~striketrough~~ and underlined text is the proposed additional text and deletions as a result of the Plan Change.

### Planning Maps

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Proposed are the following changes to the Planning Maps within Volume 3 of the District Plan:

- Planning Maps 3, 17 and 19 – Zones – Amend the indicative roading layout for the Airport Business Zone
- Planning Maps 3, 17 and 19 – Policy Areas – Amend the indicative roading layout for the Airport Business Zone

Copies of these amended Maps are included below.

### Section 10 - Airport Business Zone (Titanium Park)

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The following new objective and policy is proposed for the Airport Business Zone and relates specifically to activities in the Southern Precinct.

#### Objective – Development within the Southern Precinct

10.3.3 To enable the development of the Southern Precinct while maintaining the safety and efficiency of State Highway 21.

#### Policy – Types of activities

10.3.3.1 To restrict the types of activities located in the Southern Precinct to ensure the safe and efficient operation of the access to State Highway 21.

The changes proposed to the Section 10 – Airport Business Zone activity status tables are as follows:

#### 10.4.1 Activity Status Tables

10.4.1.1	Permitted activities The following activities must comply with the performance standards of this zone
(a)	General and commercial aviation activities and buildings.
(b)	Industrial activities.
(c)	Transport and freight depots, <del>and bus depots, vehicle rental and valet services, vehicle parking and storage.</del>
(ca)	Vehicle rental and valet services, vehicle parking and storage (excluding Southern Precinct)
(d)	Emergency service facilities.
(e)	Helicopter pads and facilities for their servicing and management. <i>Note: Civil Aviation Authority requirements also apply.</i>
(f)	Utility services and utility structures, including navigational aids and control towers.
(g)	Storage and sale of aircraft fuel and lubricants.
(h)	Service stations and commercial garages ( <u>excluding Southern Precinct</u> ).
(i)	Cafes, restaurants, takeaway food outlets and licensed premises ( <u>excluding</u>

10.4.1.1	<p>Permitted activities</p> <p>The following activities must comply with the performance standards of this zone</p>
	<u>Southern Precinct).</u>
(j)	Visitor accommodation <u>(excluding Southern Precinct).</u>
(k)	Places of assembly <u>(excluding Southern Precinct).</u>
(l)	Conference facilities <u>(excluding Southern Precinct).</u>
(m)	Offices (excluding Titanium Park <u>Southern and</u> Northern Precinct).
(n)	Titanium Park <u>Southern and</u> Northern Precinct offices ancillary to any permitted activity.
(o)	Laboratories and research establishments <u>(excluding Southern Precinct).</u>
(p)	Hire facilities, <del>storage warehouses</del> and building supply outlets <u>(excluding Southern Precinct).</u>
(pa)	<u>Storage warehouses.</u>
(q)	Education facilities (excluding aviation educational training <u>and excluding the Southern Precinct</u> ) between the outer control boundary Ldn 55 and the air noise boundary Ldn 65.
(r)	Aviation education training.
(s)	Retail activities and wholesale shops, subject to Rules 10.4.2.11 and 10.4.2.12 <u>(excluding Southern Precinct).</u>
(t)	Earthworks
(u)	Temporary construction buildings.
(v)	Signs
(w)	Demolition and removal of buildings and structures, except those listed in Appendix N1 Heritage Items.
(x)	Relocated buildings, except for those listed in Appendix N1.

10.4.1.5	Non-complying activities
(a)	Failure to comply with Rules 10.4.2.11 and 10.4.2.12 - Maximum floor space for retail activities and Rules 10.4.2.16 to 10.4.2.18 - Noise: aircraft and engine testing.
(b)	Residential activities between the Outer Control Boundary (Ldn55) and the Air Noise Boundary (Ldn65).
(c)	All other activities not listed in activity status table Rules 10.4.1.1 to 10.4.1.4.
(d)	<p>The following activities within the Titanium Park – Northern Precinct:</p> <ul style="list-style-type: none"> <li>(i) Offices (excluding ancillary offices – refer to Rule 10.4.1.1(n))</li> <li>(ii) Retail activities and wholesale shops</li> <li>(iii) Visitor Accommodation</li> <li>(iv) Healthcare facilities</li> <li>(v) Education facilities (excluding aviation education training)</li> </ul>
(e)	Scheduled engine testing that exceeds the standard in Rule 10.4.2.16 by more than 5dBA.
(f)	<p><u>The following activities in the Titanium Park – Southern Precinct:</u></p> <ul style="list-style-type: none"> <li>(i) <u>Vehicle rental and valet services, vehicle parking and storage;</u></li> <li>(ii) <u>Service stations and commercial garages;</u></li> <li>(iii) <u>Cafes, restaurants, takeaway food outlets and licensed premises</u></li> <li>(iv) <u>Visitor accommodation;</u></li> <li>(v) <u>Places of assembly;</u></li> <li>(vi) <u>Conference facilities;</u></li> <li>(vii) <u>Offices (excluding ancillary offices – refer to Rule 10.4.1.1(n));</u></li> <li>(viii) <u>Laboratories and research establishments;</u></li> <li>(ix) <u>Hire facilities and building supply outlets;</u></li> <li>(x) <u>Education facilities; and</u></li> </ul>

10.4.1.5	Non-complying activities
	(xi) <u>Retail activities and wholesale shops, subject to Rules 10.4.2.11 and 10.4.2.12</u>

## Section 15 - Infrastructure, Hazards, Development and Subdivision

The changes to Section 15 – Infrastructure, Hazards, Development and Subdivision as it relates to how the Airport Business Zone obtained access to SH21 are as follows:

### ***Airport Business Zone***

- 15.4.2.83 All development and subdivision in the Airport Business Zone shall comply with the Airport Business Zone Structure Plan in Appendix S10 of this Plan including the location and form of access points to State Highway 3, State Highway 21, and Raynes Road, provided that strict compliance in terms of the internal road location is not required, as the roads are indicative only.

Activities that fail to comply with this rule will require a resource consent for a discretionary activity, except as provided in Rule 15.4.2.85 and 15.4.2.86 below.

#### *Development accessed via State Highway 21*

- 15.4.2.84 Notwithstanding Rule 15.4.2.83, prior to the construction and completion of the new Airport and State Highway 21 intersection ~~near Lochiel Road~~, and any necessary intersection upgrade at State Highway 3/State Highway 21, an initial gross area of land of no more than 8ha within the Central Precinct, excluding road reserve as identified on the Airport Business Zone Structure Plan in Appendix S10 as Stage 1 Development, may be subdivided and developed (but not for retail purposes) in accordance with these rules, provided that access is obtained from the existing Airport terminal access from State Highway 21 or the new ~~Lochiel Road~~Airport/State Highway 21 intersection, if constructed.

Activities that fail to comply with this rule will be a restricted discretionary activity with the discretion being restricted over:

- Effects on the State Highway network.

These matters will be considered in accordance with the assessment criteria in Section 21.

- 15.4.2.85 Any development or subdivision within the Central Precinct beyond the Stage 1 Development Area identified in the Airport Business Zone Structure Plan in Appendix S10, up to a total of ~~43.5~~ 36.6ha including road reserve, of the land area within the Airport Business Zone accessed from State Highway 21, will require the closure of the existing terminal access and a new ~~access point~~ Airport/ State Highway 21 intersection to be constructed ~~on State Highway 21 near Lochiel Road~~, in accordance with the Structure Plan attached in Appendix S10.

Activities that fail to comply with this rule will be a restricted discretionary activity with the discretion being restricted over:

- Effects on the State Highway network.

These matters will be considered in accordance with the assessment criteria in Section 21.

## Appendix S10 - Airport Business Zone Structure Plan

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The changes to Appendix S10 – Airport Business Zone are set out below. It is also proposed that the Airport Business Zone Structure Plan is also amended as be the enclosed revised Structure Plan.

### S10.3 Principles

S10.3.10 The eastside strategy is more complex and the proposed pattern of precincts is largely determined by the need to relocate the access point from State Highway 21 ~~well just~~ to the north of its existing location and, ~~thereby, the~~ need to develop an ~~major~~ internal ~~vehicle access link~~ roading network from this new access point to the existing terminal, ~~and~~ its expanded car parking and service areas and to the areas identified for development.

For the Central Precinct, the access configuration leads to a linear form of business park centred on a spine road. An important objective was to ensure a strong visual and functional link from the new vehicle arrival point, at State Highway 21, to the existing terminal area.

For the Southern Precinct, the access configuration leads to direct access to the State Highway for vehicles which are more likely to be heavy and service vehicles, and avoids conflict between those vehicles and terminal traffic.

### S10.4 Circulation and access

S10.4.1 On the east side, a key constraint is to maintain ease of circulation for passenger vehicles to and from the terminal zone.

S10.4.2 The new entry to the Terminal and Central Precinct shall be designed to prioritise terminal traffic and generally separate Airport terminal traffic from heavy vehicles. This also means large trucks are to be kept away from passenger vehicle traffic and generally contained north of the new State Highway 21 entrance point. Only low volumes of small trucks are expected in the area between the new entrance from State Highway 21 and the terminal precinct and little or no need for trucks to cross through the terminal area to access the southern most precinct.

S10.4.3 Road designs to be applied throughout the park will reflect these traffic management concepts and the carriageways, drainage swales, truck turning and kerb-side street parking requirements for each precinct are reflected in the road profiles proposed.

S10.4.4 Areas of landscaped open space have been integrated into strategic points within the development to take advantage of viewing areas of runways from proposed public

roads on both the east and west side, as well as parks to maximise the quality of the entrance boulevard from the new entrance point from State Highway 21.

S10.4.5 Intersection design for the access from State Highway 21 is intended to safely accommodate turning traffic by initially developing a limited stage 1 area with access through the existing Airport Terminal intersection. A roundabout intersection will be developed ~~to in the vicinity of Lochiel Road~~ the north of the existing access once the initial stage 1 area is exceeded and at that time the existing Airport Terminal intersection would be closed.

S10.4.6 Access for the Southern Precinct development area is to utilise a new intersection with SH21.

S10.4.7 Pedestrian and cycle movement between the Central Precinct and Southern Precinct is provided for via off-road shared paths, with no vehicle connection.



**Appendix D - Designation Plan and Amendment to Appendix D1 of the WDP  
(Designations)**

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100mm

SCALE FOR VALIDATING SIZE OF A3 PLOT ONLY

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HAMILTON AIRPORT

OSSIE JAMES DRIVE  
(LEGAL ROAD)

SHAW'S PROPERTY HOLDINGS  
LOT 1  
DP 460851  
CFR 605012

KEY:	
	EXISTING DESIGNATION
	PROPOSED DESIGNATION
	LEGAL BOUNDARY

GO KART SPEEDWAY

WAIKATO REGIONAL AIRPORT LTD  
LOT 10  
DPS 61001  
CFR SA49B/338

WAIKATO REGIONAL AIRPORT LTD  
LOT 8  
DP 407016  
CFR 424710

MYSTERY CREEK EVENTS CENTRE  
ENTRANCE

HAMILTON PISTOL CLUB  
HAMILTON PISTOL CLUB INC  
LOT 1  
DP 478274  
CFR 664317

AIRPORT ROAD (SH21)

B	25.03.2019	UPDATED DESIGN	BD	JS	JS
A	06.04.2018	INITIAL ISSUE	HW	BM	
	Date	Issue/revision detail	By	Chk	Appr

Designed	Checked
GT	BM
Drawn	Approved
HW	
mx model version:	



Phone 64-7-838 0144, Fax 64-7-839 0431

Client
TITANIUM PARK LIMITED

Project
STATE HIGHWAY 21 PROPOSED AIRPORT ACCESS UPGRADE

Drawing
DESIGNATION PLAN

Status	PRELIMINARY	
Date	06.04.2018	Scale (Original Size A3) 1:1000
Drawing Number	144380/01 /P /0233	Revision B

Designation Schedule

Map Ref	Designation Number	Designation Purpose	Underlying Zoning	Facility Name and Location	Legal Description	Lapse Period/Specific Conditions
19	D43	Maintenance and improvement of existing SH's		State Highway 21 - Airport Rd		Refer Appendix D3